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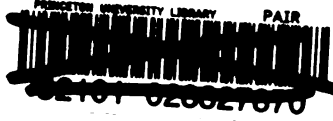
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BRITISH COTTON COMMITTEE APPOINTED.

[Cablegram from American consul general, London.]

The cotton committee appointed by board of trade to advise on application to ship raw cotton, yarn, thread, and waste consist of Lord Ashton, Henry Birchenough, and A. E. Hutton.

VISIT OF RUSSIAN HORTICULTURIST.

[Consul John K. Caldwell, Vladivostok, May 28.]

Mr. P. H. Schitt, chief of the Horticultural Division of the Russian Government's Experiment Station at Ekaterinoslav, has called at this consulate on his way to the United States for a period of study of horticulture, vegetable gardening, and seed farming. He will spend some time in San Francisco before going East, being desirous of seeing the Panama-Pacific Exposition, particularly that part of it concerned with his particular line of work.

He bears credentials from his Government and would like to meet the horticultural specialists in various parts of the United States. Mr. Schitt leaves here to-morrow en route to San Francisco.

PRAISE FOR "MANHATTAN'S" RESCUE WORK.

The captain of the British steamer *Manhattan* has been sent a letter by the Secretary of Commerce specially commending him and his crew for their courage in rescuing the crew of the American steamer *Denver* on March 23. During a severe storm on March 22 the *Denver* sent out an urgent wireless call for assistance and the *Manhattan* left her course and arrived in time the next day to take off the passengers and crew, 56 in all. The *Megantic* and the *St. Louis* also answered the call for help. The captain of the *Manhattan* will receive from the State Department a material acknowledgment provided for by the laws of the United States.

STANDARDIZATION OF BOMB CALORIMETERS.

There has just been issued by the United States Bureau of Standards a paper describing briefly the methods of calibrating and using bomb calorimeters, such as are used in determining the amount of heat available from a given weight of coal or coke or other fuel. The amount of heat that can be obtained depends largely upon the kind and quality of fuel. When purchased in large quantities, therefore, a fuel is commonly tested to determine the amount of heat available per pound, and the price paid depends upon the results of these tests.

The instrument used for such tests is called a bomb calorimeter and consists essentially of a steel shell, or "bomb," in which a small weighed sample of the fuel can be burned in pure oxygen gas. The bomb is immersed in a known amount of water before the sample is ignited, the heat produced warms the water, and by suitable measurements of the change of temperature the amount of heat can be calculated.

Provision is made by the Bureau of Standards for standardizing bomb calorimeters by means of standard samples of certain pure materials, viz, sugar, naphthalene, and benzoic acid. By burning known amounts of these substances in the bomb the observer determines the amount of heat required to raise the temperature of the bomb, together with the proper amount of water, one degree. This being determined, the amount of heat furnished by a given sample of coal burned in the same bomb with the same amount of water can be found.

Thus these standard samples, which are sent all over the United States, serve as standards of heat and make it possible to get the same results from tests made anywhere in the country, much as the use of the standards of length and of mass makes a yard or a pound the same in all parts of the country.

COAL IMPORTED AT LIMON.

[Consul Chester Donaldson, Port Limon, Costa Rica.]

The approximate annual tonnage of coal used in this district of Costa Rica is about 50,000 tons, practically all imported from the United States. This coal usually comes in cargoes of about 4,000 tons.

The two wharves at Port Limon afford facilities for unloading or loading four to five vessels of 5,000 tons register at the same time. The depth of water is 20 to 28 feet. Each ship can discharge 500 tons daily.

The port charges are as follows: Pilotage (not necessary), \$14; tonnage, ships 2,000 tons or under, \$23.26 (\$1 for each additional 100 tons, maximum \$30); Costa Rican bill of health, \$2.79; wharfage, per day, \$30; springs, per day, \$7 each; buoys, per day, \$4.50 each; derricks, per day, \$4.50 each.

The only coal imported and used here at the present time is a West Virginia coal imported by the Northern Railway Co.

AUSTRALIAN BUSINESS NOTES.

[Sydney Morning Herald.]

Motor Cycles in Demand.

Beyond trouble in obtaining regular and adequate shipments, the majority of the motor cycle dealers in Sydney have experienced very little depression in trade as an outcome of the war. Business on the whole, they declare, is excellent, and if adequate supplies were only forthcoming the distribution of motor cycles this year would be unprecedented.

New South Wales State Enterprises.

The Minister for Public Works, Mr. Cann, in furtherance of his scheme for putting all the New South Wales State industrial enterprises upon a commercial basis, has appointed a general manager for the Uhrs Point timber and joinery works.

American Corn Appreciated—Medicinal Plants.

It has been noted by agricultural officers in Queensland in experiments with seed maize (corn) from America, that the grain becomes more uniform and the quality generally improves.

The Victorian Government recently established a board to encourage in Victoria the growth of medicinal plants, with a view to the manufacture of drugs and medicines.

UNITED STATES EXCHANGE IN ECUADOR.

[American Minister Charles S. Hartman, Quito, Apr. 16.]

The principal banks in Ecuador are to-day offering to pay for United States exchange the very low prices of 1.91 to 2.00, and at the same time are charging 2.10 to purchasers of United States drafts. [The unit of Ecuadorian currency is the sucre, worth normally 48.7 cents United States currency.] The effects of this course on American interests are at once apparent.

Every dollar of American money or exchange brought into Ecuador is discounted from 5 to 14 points, or the difference between 2.05 (the normal rate) and 1.91 to 2.00; and if, in due course of business, any portion of it is to be returned to the United States, an additional loss of 5 points must be sustained in purchasing exchange at 2.10.

The loss on the sale of exchange must be sustained either by the buyer or the seller of Ecuadorian products, and of course this operates as an impediment to commercial transactions.

ADVANCING COAL PRICES IN ENGLAND.

[Consul Homer M. Byington, Leeds, June 10.]

The West Yorkshire Coal Owners' Association on June 1 advanced household fuel 81 cents per ton and industrial fuel \$1.46 per ton. The latter are now \$2.67 for pea slack, \$3.40 for rough slack, and \$3.89 for nuts at the pit. The Yorkshire Post states that the enhanced prices make the industrial situation a difficult one and that still another advance is hinted at.

SCOTCH WHISKY TRADE ACTIVITY.

[Consul J. N. McCunn, Glasgow, June 5.]

Within the past few weeks great activity has prevailed in the wholesale branches of the Scotch whisky trade.

The passage of the Immature Spirits (Restriction) Act, prohibiting the clearances for sale of whisky with less than 2 years of age, and imposing a surcharge of 24 cents per gallon on all whisky between 2 and 3 years of age, has brought about this exceptional demand and higher prices.

The immediate effect was to stimulate a sharp advance in the prices of practically all whiskies, and particularly grain whiskies, within the limits of age mentioned. Holders were overwhelmed with orders, and for a time quotations were entirely withdrawn. While the negotiations were still in progress there were a few holders who had the courage to sell at an advance of 2d. or 3d. (4 or 6 cents) per gallon, but they have long since regretted their temerity, as the advance now amounts to something between 1s. 3d. (\$0.284) and 1s. 6d. (\$0.365) per gallon. Grains bonded in 1913 and 1914 have changed hands freely at around 3s. 2d. (\$0.77) per gallon for the former and 2s. 10d. (\$0.69) per gallon for the latter, as compared with the previous prices of 1s. 11d. (\$0.466) and 1s. 8d. (\$0.468), respectively. Four-year-olds have also advanced sharply, what was previously quoted 2s. 11d. (\$0.71) now fetching 4s. 9d. (\$1.156). There has been no great demand for old grains, but they are quoted about 6d. to 9d. (12 to 18 cents) per gallon higher, while medium ages have still further advanced.

Malts have also been active and almost invariably have advanced in price. Lowland malts and Campbelltowns are now relatively appreciably cheaper than grains, and accordingly a greatly increased demand for these is confidently predicted. Lowlands are about 3d. (6 cents) per gallon dearer, especially for the ages between 2 and 6 years. Campbelltowns have advanced to a smaller extent. There has not been much doing in Islays, but for Highland malts with from 2 to 5 years of age a fair demand has been in evidence and prices are about 2d. or 3d. (4 or 6 cents) per gallon higher. The demand has extended back in a smaller degree to 1900's and 1901's, the prices of these being also distinctly firmer.

The advance of 10 cents per gallon in the prices of new whiskies intimated by the Scottish and Irish grain whisky distillers has tended to enhance values materially. This advance, however, is in no way connected with the compulsory detention-in-bond act, but is simply a direct result of the marked increase in the cost of raw materials.

Irish grain whisky producers are reported to be practically out of stocks and may be obliged to buy Scotch grain whisky to prevent a break in the continuity of their business.

EXTENSION OF PORTUGAL'S MORATORIUM.

[Consul General W. L. Lowrie, Lisbon, June 7.]

A decree of the Government dated June 5, 1915, extends the Portuguese moratorium for the last time and makes provision for the liquidation of all bill business transacted at the stock exchanges of Lisbon and Oporto up to August 3, 1914.

OIL-TRADE EXTENSION AT AVONMOUTH AND PORTISHEAD.

[Consul J. S. Armstrong, jr., Bristol, England, June 8, 1915.]

The Bristol Docks Committee report applications from G. B. Stothert & Co. (Ltd.) and the Anglo-American Oil Co. (Ltd.) to lease additional land at Avonmouth. The former require an additional area of about 555 yards adjoining the plot now leased to them on the north side of the graving dock, and the committee recommend that a lease be granted for extra land on the same terms and conditions and for the same period, which is 21 years from June 24, 1909. The additional rental will be \$135.05 per annum until June 24, 1916, and \$202.57 per annum for the remainder of the term.

The Anglo-American Oil Co. (Ltd.) require 3 acres additional for the extension of their business on the northern side of the new oil berth, which is being constructed in the western arm of the Royal Edward Dock. The existing lease with the company is for 30 years, terminable at the option of the lessee at the end of 10 or 20 years, the area being approximately 6 acres, and the annual rental \$3,056.77. It is proposed that the lease of the additional land space be granted on the same terms and conditions. The additional rental will be \$1,324.91 per annum, and it is proposed to give the company an option to take a further acre of land on the same terms.

Purchase of Land at Portishead.

In their report the Docks Committee remind the Council that on February 9, 1915, they approve a lease of further land to the Anglo-Saxon Petroleum Co., at Portishead, in connection with the extensions being carried out at their petrol installation. The committee report that the developments of traffic at this dock have made it necessary to take up more land between the western end of the committee's timber wharf and the parish wharf. This land is the property of the Great Western Railway, and powers to purchase it were taken in the Bristol Corporation Act, 1906, but not exercised. The company have now intimated their willingness to sell the land, the area of which is about 5 acres, at \$7,665, and the committee recommend that they be authorized to purchase on those terms.

MARKET VALUES OF DUTCH CHEESE.

[Vice Consul G. H. Krogh, Rotterdam, Netherlands, June 1.]

The wholesale market values of cheese in Holland for the month of May, 1915, were as follows:

Variety	Early May.	End of May.
Edam cheese.....	\$21.30 to \$22.11	\$16.48 to \$17.29
Leyden cheese.....	17.69 to 18.09	15.68 to 16.08
Gouda cheese.....	20.10 to 20.90	17.69 to 18.49

These are the market values of farmers' made, full-cream cheese, per 50 kilos (110 pounds), sold in the market, to which, however, must be added the commission, cost of delivery to stores, and sundry small expenses.

Partly skimmed, secondary or factory-made cheese have followed the movement of prices indicated by the above values for full-cream cheese.

[For comprehensive treatment of the Dutch cheese and dairy industry see Daily Consular and Trade Reports for July 27, 1914.]

BRIGHTER BUSINESS OUTLOOK IN ONTARIO.

[Vice Consul Richard Butler, Hamilton, Canada, June 23.]

The Steel Company of Canada is one of the leading industries of Hamilton. It has works in seven of the cities and towns in Canada. The local plant was originally started with American capital, but since has become a mixed corporation of Americans and Canadians. It manufactures foundry grades of pig iron, open-hearth forgings, open-hearth steel, cold-twisted steel, and wrought pipe; in fact, its product is everything in the iron and steel line from a tack up. The vice president and general manager of the company, in a recent interview in an English journal as to the prospects of Hamilton, pronounced the outlook very cheering notwithstanding the depression in trade caused by the war. He said:

The steel business is quiet. The railways have stopped building new lines, and the agricultural implement makers are very slack by reason of conditions in the West. Ontario farmers, however, are very prosperous, owing to the good crops they have had and to enhanced prices. The United States manufacturers can turn out goods more cheaply than we can, and Canadian steel foundries generally are confining their attention to the home trade. We have, however, been sending to England barbed wire, fine wire, and piping. The object of my visit to England is to see if we can not get a bit of the trade in such articles as Germany used to do with this country before the war. Canada can supply many things that this country imports, but the difficulty is to compete with the price of manufactured articles that Germany has been in the habit of dumping into this country.

New Industrial Activity.

Hamilton is purely a manufacturing city, with over 400 workshops, 54 being American concerns, and as the result of the depression there has been unemployment during the winter months. Recently, however, Hamilton has received orders for military clothing, knitting and textile goods, and boots for the army. Complete shells are made by four of the largest factories, giving employment to an army of workmen and women.

Hamilton has made generous provision by private subscription for the care of the wives and children of men who have enlisted, for Red Cross work, for the Canadian hospital ship, for the relief of the Belgians, and for the families of the unemployed.

There is little building being done in this city or in this consular district at present. Outside of the larger towns the people hardly feel the effects of the war, so far as their personal comforts are concerned. The farmers have raised large crops and have prompt returns and big prices. The deposits in the savings banks have increased, and the travelers for the wholesale trade report a fair business in all lines. The Procter & Gamble soap and perfume works in Cincinnati, Ohio, will shortly have their new and extensive plant completed, furnishing employment for 400 or 500 men and women.

The furniture factories, of which there are a number in this district, are substantially at a standstill; and this has had a depressing influence on the lumber trade. Whether the retail trade is overstocked with furniture, the people not buying, or because the managers of the factories are of German birth, it is hard to guess the cause. All three reasons are given by the traveling men.

The Wool Trade.

The Province of Ontario has substantially retired from sheep raising. There was a time when the wool industry was an important

part of the profits of the farm. The last few years, since the closing of a majority of the woolen mills, the price of wool has declined, the farmers became discouraged, and the flocks were slaughtered for food. The wool clip for this season is now being marketed, and those fortunate enough to own sheep will get a good price for the product. It is estimated by one of the largest buyers in Ontario that the clip will be a slight increase on last year's, which was very low, and will amount to about 2,000,000 pounds. The prices offered range from 25 to 30 cents for unwashed and 35 to 40 cents for washed, being about 40 per cent higher than last year.

STOCK OF COFFEE IN EUROPE.

[Consul F. W. Mahin, Amsterdam, Netherlands, June 5.]

The stock of coffee in Europe on June 1 was the smallest for many years at the same date. It amounted to 4,471,050 bags, against 8,102,000 in 1914, 6,660,000 in 1913, 6,463,000 in 1912, and 7,330,000 in 1911. About four-fifths of the quantity in all these years was Brazil coffee.

However, it is apparent from the statistics that the stock was depleted between July and the end of December, 1914. The stock on January 1 in all the years named, including this year, was practically the same as on June 1, whereas the arrivals of coffee in Europe during the first five months of this year have totaled somewhat more than the average for the corresponding period of the other years mentioned. The arrivals have been normal this year, and so also have been the deliveries, which have been about the same as the average of the other years in question. The total of the deliveries this year has been somewhat less than the total of the arrivals; therefore the stock on hand tends to increase.

Nearly half the total of the arrivals in Europe have come to the Netherlands this year, contrary to previous years, when the proportion was about one-seventh.

AGRICULTURAL DEMONSTRATION CAR IN PHILIPPINES.

[J. F. Boomer, correspondent, Manila.]

The special train which the Bureau of Agriculture is sending through the rice provinces lying along the railroad lines is attracting a great deal of interest among the people. This demonstration train is sent out to stimulate intelligent interest in the growing and improvement of rice. It is similar to the agricultural demonstration car sent out along the railroad last year, except that it is devoted almost entirely to rice propaganda. Special demonstrators and inspectors from the bureau accompany the car and give lectures to the people of the pueblos, illustrated by lantern slides. Emphasis is laid on the early-maturing varieties of rice, the proper care in seed selection, and the advantages of growing leguminous plants on the rice land to renew its fertility.

The train also carries a display of irrigating machinery. Pumps and engines to illustrate the modern method of lifting the water to the fields where a gravity system of irrigation is not installed are operated for demonstration purposes. The interest of the people along the railroad in this train is somewhat enlivened by the recently organized agricultural societies fostered by the Government.

FORMAL OPENING OF AUSTRALIAN STEEL PLANT.

[Sydney Morning Herald, June 3.]

The new steel works at Newcastle, erected by the Broken Hill Proprietary Co. (Ltd.), were officially opened yesterday by the governor general of the Commonwealth, Sir Ronald Munro Ferguson. In unveiling a brass plate in the bloom and rail mill, recording the fact and the date of the official opening. His Excellency characterized the works as "the crowning achievement of a great undertaking, with ramifications in many States of the Commonwealth," concluding: "It is an enterprise in which all Australia is interested. Its raw material is drawn from mines in many parts of the country, and its product will make all the railways of the continent independent of foreign supplies."

At the official luncheon, Mr. J. E. McBryde, chairman of the board of directors, gave an address, in the course of which he said:

The first step which led up to the establishment of the steel works was the leasing by the company in 1899 of what is known as the Iron Knob or Iron Mounarch, 30 miles inland from the west side of Spencer Gulf, in South Australia. The object the company had was to provide itself with sufficient iron ore for use as a flux in its Port Pirie smelters. After having used some 800,000 tons of the ore in this way, and being satisfied as to its high and uniform quality and also that the supply would last for several generations, the directors of the company decided to make the fullest possible inquiries in the leading iron and steel countries of the world, in order to see if it might not be possible to utilize the great deposit for making iron and steel. Mr. G. D. Delprat was therefore sent abroad to make the necessary investigations.

Australia's Advantages—Enlargement of Works Contemplated.

It was found that the ores used in the countries visited averaged 35 to 55 per cent of iron, whereas the ore from the company's deposit carries about 68 per cent of metallic iron; and that at the site selected for the works the ore, coke, and limestone could be assembled at considerably less cost per ton of pig iron produced than at one of the largest American works. As more than 2 tons of coal are required to treat a ton of iron ore it was obvious that it was cheaper to take the iron to the coal than vice versa, so a site was obtained near the great Newcastle coal fields. * * *

Our part is to show that we can turn out as good steel and iron articles as can be purchased abroad, and at a price compatible with Australian labor and other conditions. If that is done, then we may fairly hope that the Governments and people of Australia will purchase from us freely. If they do so, then in the very near future the company will be prepared to enlarge the works so as to be able to meet all the orders that may be forthcoming. As it has taken close on £1,500,000 [approximately \$7,500,000] to complete the works and develop the sources of the iron and limestone supplies required it will be realized that the company can only be reasonably looked to to enlarge the works when the orders coming in warrant such a step being taken.

After the works have been in existence for a time and the quality of the iron and steel produced has been satisfactorily demonstrated we firmly believe that a number of industries not yet established in Australia, or only to a minor extent, which require manufactured steel as their raw article, will spring up around the works. Should such industries hesitate too long in coming I fancy they will find that our company will itself establish such plants and prove a strong competitor to those who prefer to manufacture in other countries and to export here.

Steel Experts from the United States.

[The copy of the Sydney Herald from which the foregoing extracts were taken contains a half-tone cut of the new works. It will be loaned to those interested by the Washington office of the Bureau of Foreign and Domestic Commerce.

The equipment and output of the new steel plant were described by Consul Lucien N. Sullivan in **COMMERCE REPORTS** for June 8. The consul also mentioned the interesting fact that some of the plant's expert steel workers were from Buffalo, Gary, Pittsburgh, Sparrows Point, and other steel centers of the United States.]

COAL MARKET IN NORTHWESTERN BOHEMIA.

[Extract from the *Prager Tagblatt* of June 3, 1915, translated by Consul Wallace J. Young, Carlsbad, Bohemia, Austria.]

The demand for coal in the northwest Bohemian brown-coal districts is good, particularly when one bears in mind that because of the warm weather the demand for coal for heating purposes is greatly lessened. It is for the most part owing to the insufficiency of coal cars, if the shipments of the first four months of this year (January to April), as against 1914, from the Teplitz-Brux district, are about 975,000 tons (metric ton=2,204.6 pounds) less, and from the Falkenau district 180,000 tons less, although orders, considering all grades of coal, were abundant. The month of April brought, in general, a bettering of these car-shortage conditions. Still for several weeks there was much to be desired. It is to be hoped that in the near future a noteworthy betterment may occur. Compared with last year, up to this time the shipments on the Elbe have been 130,000 tons less. It is to be noted, however, that this is due largely to the shortage of cars. (Austrian coal cars have a capacity of 10 tons.) The spring brought numerous inconveniences to the Elbe trade through the continued floods and high water. Since January 1, list prices have remained unchanged.

EMIGRATION FROM AMSTERDAM.

[Vice Consul Eugene Nabel, Amsterdam, Netherlands, June 14.]

According to the annual returns of the local emigration commission, just published, there was quite a decline in the number of emigrants who sailed from the port of Amsterdam, which, however, may be attributed to the outbreak of the European war. While there were 5,332 emigrants in 1913, less than half, i. e., 2,443, sailed during the past year.

Of this number 1,276 were men, 651 women, and 516 children under 10 years of age. Only 368 of all these were Hollanders, the majority coming from Germany, Java, Russia, and other countries.

As in former years, the bulk of the emigrants were bound for Brazil, namely, 1,071, while 394 sailed for Dutch East Indies, 385 for Argentina, 159 for Spain, 150 for Canada, 149 for the United States (of whom all but 1 were Hollanders), 101 for Portugal, and 34 for Uruguay.

Of the total number of emigrants 379 were ordinary laborers, 258 farmers, 138 merchants, and the rest skilled laborers, artists, students, etc.

[The annual report of the Amsterdam consulate appeared as Supplement to **COMMERCE REPORTS** for June 11, 1915.]

SWEDISH IRON INDUSTRY IN 1915.

[Consul Emil Sauer, Goteborg, June 10.]

From a report read before the quarterly meeting of the Iron Manufacturers' Association of Sweden on April 30, 1915, it appears that the iron market of this country has undergone a marked improvement from the depression noted during the year 1914. (See Annual Report from this consulate published as Supplement to COMMERCE REPORTS, Mar. 26, pp. 3-4.)

Manufacturers are cautioned that the uncertain conditions brought about by the war still exist, and that great care should be exercised with reference to the export business, especially in contracts covering a long period of time for delivery. However, it is noted that the demand for the largest number of the products of the iron industry is good, for domestic consumption as well as for export, and that this has allowed the increase in prices called for on account of the heavy rise in the prices of raw materials needed by the industry, namely, fuel and other supplies. The spring flood has brought an increased supply of water, which has made an increase of the output of the iron works possible. At present the largest number of the iron works are also operating at full capacity.

Regarding the manufacturing activity, it is stated that of the 125 blast furnaces in this country 97 were in operation on March 31, against 82 on January 31 and 113 during the first quarter of 1914. Of the 225 Lancashire hearths 151 were in operation on March 31, against 159 on January 31 and 207 during the first quarter of 1914. Of the 24 Bessemer furnaces 12 were in operation on March 31, against 10 on January 31 last and 17 during the first quarter of 1914. Of the 75 Martin furnaces 57 were in operation on March 31, against 51 on January 31 this year and 62 during the first quarter of last year.

The production of different classes of iron and steel for the months of January, February, and March, 1915, as compared with the average production per month during the first quarter of the year 1914 was as follows:

Production of—	1915			1914
	January.	February.	March.	Average per month, first quarter.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Pig iron.....	43,900	51,200	64,200	62,000
Martin ingots.....	31,200	37,500	47,200	37,000
Blooms.....	8,300	9,800	8,600	11,600
Bessemer.....	6,200	6,400	7,700	9,100
Rolled products.....	24,200	27,900	30,800	.....

The quantities of exports of different kinds of iron and steel during the first quarter of the year 1915 as compared with the exports for the first quarter, 1914, were as follows in *metric tons* of 2,204.6 pounds each.

Articles.	1914, Jan- uary-March.	1915, Jan- uary-March.	Increase or de- crease.	Articles.	1914, Jan- uary-March.	1915, Jan- uary-March.	Increase or de- crease.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Pig iron.....	19,600	43,300	+23,700	Bar iron—Contd.			
Ferro-silicon and ferro-silicon-man- ganese.....	3,600	1,800	- 1,800	Cold rolled or cold drawn....	1,200	1,200	+ 0
"Spiegel eisen" "iron sponge," etc.....	1,200	400	- 800	Bar ends.....	1,000	1,300	+ 300
Scraps.....	1,400	800	- 600	Wire rods, rolled....	8,100	6,400	- 1,700
Ingot.....	3,000	1,500	- 1,500	Plates or sheets....	500	1,700	+ 1,200
Blooms.....	1,200	1,200	+ 0	Pipes, cold drawn:			
Rough bars.....	2,000	1,800	- 200	Hollow tube			
Billets.....	1,500	1,700	+ 200	blanks.....	3,400	3,800	+ 400
Tube blanks, solid.	4,500	3,200	- 1,300	Other.....	300	600	+ 300
Bar iron:				Wire, drawn or cold rolled.....	300	400	+ 100
Hammered.....	2,700	2,000	- 700	Nails, tacks, brads, etc.....	200	100	- 100
Hot rolled.....	17,300	15,400	- 1,900	Horse nails.....	1,400	1,800	+ 400
				Total.....	74,200	90,800	16,600

NOTES FROM NORTHERN ARGENTINA.

[Consul William Dawson, jr., Rosario, May 28.]

School Will Teach Use of Farm Machinery.

The Sociedad Rural, of Rafaela, Province of Santa Fe, expects to open in the near future a school which will give practical instruction in the handling of agricultural machinery.

New Model Farm.

The Government of the Province of Cordoba has proposed to the provincial legislature the establishment of a model farm, to include the agricultural industries of the region, orcharding, dairying, poultry, pig and bee raising, and the preparation of fruit and vegetable preserves.

New Cooperative Association Will Export.

According to press reports an agricultural cooperative society, with 200 members, known as the Economía Agrícola, has been formed at Casilda, in the Province of Santa Fe. The society proposes to store and sell the produce of its members, dealing directly with exporters. It has sheds and machinery for shelling corn.

ONTARIO JAM IN DEMAND.

[Consul Julius D. Dreher, Toronto, Canada, June 26.]

A press dispatch from London announces that the British Government has placed orders with Ontario firms for jam to the value of \$2,500,000. The production of jam and preserves in this Province and in the Dominion is not given as a separate item in the last census; but in 1910 the capital invested in fruit and vegetable canning in Canada was \$5,572,474, of which 90.4 per cent was invested in Ontario, and the value of the product was \$5,971,082, of which Ontario's proportion was 91.7 per cent. Of the total value of orchard fruits in 1910, amounting to \$9,728,533, Ontario's product was \$5,564,133, or 57.2 per cent; and of small fruits, \$3,052,592, Ontario's yield was valued at \$2,254,913, or 73.86 per cent. An order for jam to the amount of \$2,500,000 will give a great stimulus to the preserved-fruit industry.

MAY, 1915, IMPORTS, EXPORTS, AND BALANCE OF TRADE.

During May, 1915, imports into the United States totaled \$142,284,851, against \$164,281,515 in May last year and \$133,723,713 in May, 1913. Exports in May exceeded by \$79,160,671 the largest May record previously made, being \$273,768,093, against \$194,607,422 in May, 1913, and \$161,732,619 in May last year.

Of the May, 1915, imports 60 per cent entered free of duty, compared with 62.8 per cent in May, 1914, and 51.6 per cent in May, 1913.

In the 11 months ending with May, 1915, imports aggregated \$1,516,474,600 and exports \$2,499,592,079, the figures representing in the case of imports a decrease of \$219,921,607, or 12.5 per cent, and in the case of exports an increase of \$292,084,975, or 13.2 per cent, when compared with a like period a year earlier.

The figures for the 11 months ending May 31, 1915, show a favorable balance on merchandise transactions of \$983,117,479. As 13 ports which ordinarily handle 90 per cent of the country's foreign trade show for June an export balance of approximately \$60,000,000, it is now known that the excess of exports over imports of merchandise has at this date exceeded \$1,000,000,000, surpassing by nearly \$400,000,000 the highest record hitherto made.

The inward flow of gold, which became pronounced about the commencement of the current year, continued in May at an accelerated rate, imports amounting to \$31,136,311, against \$1,972,411 in May, 1914. Gold exports totaled \$1,277,554, compared with \$16,835,202 in May, 1914. In the 11 months ending May 31, 1915, gold imports totaled \$119,227,015, an increase of \$56,505,468, while gold exports aggregated \$143,402,160, an increase of \$79,470,695 over a like period one year ago.

AUSTRALIAN GOLD YIELD.

[Consul General J. I. Brittain, Sydney, May 10.]

The gold yield of the Commonwealth of Australia during the first four months of the current year, as far as can be determined from returns published by the Mines Departments of the various States, amounted to 666,672 fine ounces, as against 667,141 fine ounces produced in the corresponding term last year. The variation disclosed represents a decline of only 469 fine ounces. A comparison showing the yields of States (no official returns being yet to hand from Tasmania or South Australia) is given below:

	Four months—	
	1914	1915
	<i>Fine oz.</i>	<i>Fine oz.</i>
Western Australia.....	406,954	421,051
Victoria.....	133,425	104,601
New South Wales.....	44,250	52,985
Queensland.....	70,012	76,635
Tasmania.....	10,000	8,500
South Australia.....	2,500	2,000
Commonwealth.....	667,141	666,672

NEW ZEALAND TRADE NOTES.

[Consul General Alfred A. Winslow, Auckland, May 25.]

Paper Industry in New Zealand.

The paper industry in New Zealand is suffering somewhat on account of advanced ocean freights, since all wood pulp must be imported. To date the greater portion has come from Canada and Scandinavia.

Government-Operated Coal Mines.

The Government-operated coal mines of New Zealand produced 189,495 tons of coal during 1914 out of a total production of nearly 2,000,000 tons. This coal is placed on the market in competition with the privately mined and imported coals, and is of a fair quality. The coal production of New Zealand has increased from 719,546 tons in 1894 to 1,888,005 tons for 1913.

Deposits in Post-Office Savings Banks.

The deposits in the Post-Office Savings Banks in New Zealand amounted to \$58,330,950 for the year ending March 31, 1915, against \$55,116,339 for the same period 1912-13, and \$56,668,976 for the same period in 1913-14. The withdrawals for the three years amounted to \$158,540,383, leaving a balance of \$11,575,882 for the period.

Increased Demand for Cheese.

The great demand for cheese in the war zone has induced many butter factories in New Zealand to change to the manufacture of cheese. It is claimed it takes $2\frac{1}{2}$ gallons of milk to produce a pound of butter, while 1 gallon of milk will produce a pound of cheese, and the former wholesales at 32 cents per pound and the latter at 18 cents per pound. One company has opened 33 cheese factories.

Automobile Highways.

There are many good roads in the country and others are under construction and consideration. It is proposed to build an intercity automobile road from Auckland to Wellington. There is now a fair motor road much of the way, and machines drive through often in good weather. [A list of New Zealand automobile dealers may be had from the Bureau of Foreign and Domestic Commerce and its branches.]

"AMERICAN MEAT TRUST" IN AUSTRALIA.

[Consul General J. I. Brittain, Sydney, May 11.]

The following appeared in to-day's Daily Telegraph, Sydney:

AMERICAN MEAT TRUST—CONCERTED SCHEME OF ACTION.

A brief discussion took place yesterday at the premiers' conference on the American Meat Trust, the president (Mr. Holman) submitting the following motion on behalf of New South Wales:

1. That steps should be taken to give effect to the recommendation of the royal commission to "watch" operations of meat companies in Queensland.
2. That the royal commission be approached by the Governments of the States interested with a view to formulating a scheme of action.

Mr. Holman said that nothing of a practical nature could be done till a definite plan of action had been decided upon.

Sir Alexander Peacock (Victoria) seconded the motion which was carried unanimously.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Panama Canal supplies, No. 2466.—Sealed proposals will be received at the office of the general purchasing officer of the Panama Canal, Washington, D. C., until August 16, 1915, for furnishing, by steamer, free of all charges, on dock at either Colon or Cristobal (Atlantic ports) or port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama, 12 electric towing locomotives for canal locks. Circular No. 938.

Construction work, No. 2467.—Sealed proposals will be opened at the Supervising Architect's Office, Treasury Department, Washington, D. C., on August 16, 1915, for the construction (except mechanical equipment, elevator, lifts, and dumb waiter) of the immigration station at Baltimore, Md., including pipe tunnels, approaches, and wharf, one four-story, one three-story, and two two-story buildings. Drawings and specifications may be obtained after July 9, 1915, from the Commissioner of Immigration, Baltimore, Md., or at the Washington office.

Repair work, No. 2468.—Sealed proposals will be received at the office of the lighthouse inspector, New Orleans, La., for the repairing and docking of Heald Bank light vessel, No. 81. Blank proposals and further particulars may be obtained by addressing the above office.

Panama Canal supplies, No. 2469.—Sealed proposals will be received at the office of the General Purchasing Officer of the Panama Canal, Washington, D. C., until July 9, 1915, for furnishing by steamer, free of all charges, on dock at either Colon (Atlantic port) or port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama, the following articles: Pig iron, track spikes, track bolts, toe calks, expansion bolts, electric motors, lavatories, brass siphons, shower heads, cocks, valves, brass clean outs, flush pipe, slip-joint ells, "S" traps, brass chain, rubber valves, rock salt, sal soda, litharge, coal-tar pitch, drop black, lampblack, locomotive black, sulphate of copper, Japan drier, asphaltum varnish, cab enamel, paints, white maple lumber, and mahogany lumber. Circular No. 941.

Construction work, No. 2470.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until August 2, 1915, for the construction, complete (including mechanical equipment, lighting fixtures, and approaches), of the United States post office at Fort Atkinson, Wis. Drawings and specifications may be obtained from the custodian of the site at Fort Atkinson or at the above office.

Plumbing and heating, etc., No. 2471.—Sealed proposals will be received at the Office of the Superintendent, Coast and Geodetic Survey, 205 New Jersey Avenue SE., Washington, D. C., until July 2, 1915, for plumbing, heating, etc. Specifications, blue prints, etc., may be had by addressing the above office.

Dredging, No. 2472.—Sealed proposals for dredging at Grand Marais, Mich., will be received at the United States Engineer's Office, Duluth, Minn., until July 15, 1915.

Repair work, No. 2473.—Sealed proposals will be received by Capt. R. F. Luce, Coast and Geodetic Survey steamer *Bache*, Baltimore, Md., until July 8, 1915, for repairing the *Bache* with a sheath hull of galvanized iron and renew leaky boiler tubes, and other minor repairs to hull and machinery. For particulars, etc., address Capt. Luce.

Steam engine, No. 2474.—Sealed proposals will be opened in the Supervising Architect's Office, Treasury Department, Washington, D. C., on July 30, 1915, for supplying to the experimental station, United States Bureau of Mines, Pittsburgh, Pa., one steam engine, in accordance with specifications, copies of which may be had at the Washington office.

Slide gates, cast-iron piers, etc., No. 2475.—Sealed proposals will be received at the office of the United States Reclamation Service, Washington, D. C., until July 20, 1915, for furnishing material for outlet structures for Keechelus Reservoir, Yakima project, Wash., and for Sherburne Reservoir,

Milk River project, Mont., consisting of six slide gates 3 by 7 feet for 100-foot head, cast-iron piers, two cast-steel columns, and other accessory parts for each reservoir. For particulars, address the United States Reclamation Service, Washington, D. C.

Construction work, No. 2476.—Sealed proposals will be received at the office of the Superintendent, United States Coast and Geodetic Survey, at Washington, D. C., or at the office of the Superintendent, United States Coast and Geodetic Survey, Room 310, Customhouse, San Francisco, Cal., until August 10, 1915, for the construction and equipment of the United States Coast and Geodetic Survey vessel *Surveyor*, in accordance with plans and specifications which may be obtained by addressing either office.

Electric generator and generator panel, No. 2477.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until July 30, 1915, for supplying to the experimental station, United States Bureau of Mines, Pittsburgh, Pa., one electric generator and generator panel, in accordance with specifications, copies of which may be obtained at the Washington office.

Panama Canal supplies, No. 2478.—Sealed proposals will be received at the office of the general purchasing officer of the Panama Canal, Washington, D. C., until July 13, 1915, for furnishing by steamer, free of all charges, on dock at either Colon or Cristobal (Atlantic ports) or Port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama, for furnishing and erecting steel doors on sheds on Piers Nos. 7 and 18. Circular No. 939.

Riprap, No. 2479.—Sealed proposals will be received at the office of the lighthouse inspector, Tompkinsville, N. Y., until July 14, 1915, for furnishing and placing riprap at Coney Island Light Station, New York. Blank proposals and particulars may be obtained by addressing the above office.

Flagpoles, bronze and iron work, No. 2480.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until July 21, 1915, for flagpoles and miscellaneous bronze and iron work for the United States post office at Denver, Colo., in accordance with the specifications, copies of which may be had at the office of the Supervising Architect.

EXPLOSIVES IN THE UNITED STATES.

The total production of explosives in the United States during the year 1914, exclusive of exports, according to figures compiled by the United States Bureau of Mines, was 450,251,489 pounds, or 225,126 short tons, as compared with 500,015,845 pounds, or 250,008 short tons, for 1913. The production for 1914 is segregated as follows: Black powder, 206,099,700 pounds; "high" explosives, other than permissible explosives, 218,453,971 pounds; and permissible explosives, 25,697,818 pounds.

The figures represent a decrease of 23,839,831 pounds of black powder, 23,932,573 pounds of high explosives, and 1,987,952 pounds of permissible explosives, as compared with 1913. The Bureau of Mines adds:

As explosives are essential to mining and the use of improved types of explosives tends to lessen the dangers attending this industry, the Bureau of Mines undertook the compilation of information showing the total amount of explosives manufactured and used in the United States, its first report dealing with the year 1912. The report for 1914 is therefore the third technical paper issued by the bureau relating to the production and distribution of explosives.

In the year 1902 only 11,300 pounds of permissible explosives were used in coal mining, whereas in 1913 the quantity so used was 21,804,285 pounds, as compared with 19,593,892 pounds in 1914. The quantity of permissible explosives used in the United States is larger than in a number of foreign countries. In 1912 it represented about 5 per cent of the total quantity of explosives produced and in 1914 5.7 per cent. The total amount of explosives used for the production of coal in 1914 was 220,622,487 pounds, of which about 8.9 per cent was of the permissible class, as compared with 9.5 per cent in 1913.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

Boot and shoe laces, No. 17387.—An American consular officer in England reports that a firm in his district desires to purchase soft cotton boot and shoe laces. Samples and full information should be sent at once.

Combs, No. 17388.—An American consular officer in Canada reports that a druggist in his district desires to receive information relative to American-made dressing combs. It is explained that the best selling hard rubber, black-dressing comb is 7 inches long, costing the retail druggist about \$1.50 per dozen.

Gasoline, No. 17389.—A firm in the United States writes the Bureau of Foreign and Domestic Commerce that its agent in Sweden is anxious to form commercial relations with American producers and exporters of gasoline.

Glass tubing, No. 17390.—A firm in England writes an American consular officer that it desires to be placed in communication with American manufacturers of glass tubing, especially soda-glass tubing. The firm states that it uses large quantities of this glass. Bank reference is given.

Machinery, No. 17391.—An American consular officer in Cuba reports that he desires to receive catalogues from American manufacturers of machinery to be used in grinding and cleaning salt.

Wrought-iron fittings, No. 17392.—An American consular officer in England reports that a firm in his district is desirous of receiving quotations from American manufacturers of wrought-iron fittings for water, steam, and gas pipes. Prices should be quoted c. i. f. British ports, if possible.

Waterworks machinery, No. 17393.—An American consular officer in New Zealand reports that a city in his district is contemplating a waterworks system in the near future, and American manufacturers of such equipment should send catalogues and full information at once.

Cobbler's thread, No. 17394.—A business man in France writes an American consular officer that he desires to receive quotations and samples from American manufacturers of cobbler's thread. References are given.

Electrical fittings, No. 17395.—An American consular officer in England reports that a firm in his district desires to receive quotations from American manufacturers of lampholders fitted with cord grip and shade carrier—bayonet type, and $\frac{1}{2}$ -inch and $\frac{3}{4}$ -inch plain and shade carrier, and with key; ceiling roses, 2 plate and 3 plate; enameled iron shades, 8, 9, 10, 12, 15, and 18 porcelain cleats; porcelain fuses, 5 and 10 amperes; tumbler-pattern switches, 5 and 10 amperes—all suitable for 250 volts. Prices should be quoted c. i. f. British ports.

Drugs, No. 17396.—A firm in Serbia informs an American consular officer that it desires to purchase considerable quantities of drugs, such as aspirin, pyramidon, quinine, glycerin, antifebrin, antipyrin, salipyrin, thiolcol. Correspondence should be conducted in German or French.

Cooking fats, No. 17397.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in one of the islands of the Mediterranean, stating that he desires to receive the names and addresses of American manufacturers of alimentary greases for cooking purposes.

Interlocking steel slats, No. 17398.—An American consular officer in Great Britain reports that a firm in his district which is engaged in the manufacture of revolving shutters is desirous of communicating with American manufacturers of interlocking steel slats of 20 and 22 B. W. gauge, about $2\frac{1}{2}$ inches wide, in lengths of 20 feet and upward, similar to the illustrations which may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

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No. 154

Washington, D. C., Friday, July 2

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ADDITIONS TO AMERICAN MERCHANT FLEET.

Merchant vessels built in the United States and officially numbered by the Bureau of Navigation, Department of Commerce, during the fiscal year ended June 30, 1915, were 1,226, of 215,711 gross tons, compared with 1,291, of 311,578 gross tons, for the fiscal year 1914.

During the past 10 months, however, under the Ship Registry Act of August 18, 1914, to the American merchant fleet, 147 foreign-built vessels of 528,907 gross tons have been added, making the total for the year from both sources 1,373 vessels of 744,618 gross tons.

This tonnage is the largest annual addition to the American merchant fleet in the history of the United States. In 1908 the total increase was 718,683 gross tons, in 1907 it was 596,708 gross tons, and in 1855 it was 586,102 gross tons.

The losses to the merchant fleet for the past year have not all been reported, but for the first nine months they number 1,062 vessels of 195,052 gross tons.

SPANISH OLIVE AND OIL CROP.

[Consul Robertson Honey, Madrid, Apr. 26.]

The official statement is made that the total olive crop in Spain for 1914 was 1,302,500 tons (short), or about 200,000 tons less than for 1913, from which 1,260,000 tons have been used to make olive oil, the total output of which was 229,000 tons.

COLOMBIAN IMPORTS AND EXPORTS FOR APRIL.

[Consul Isaac A. Manning, Barranquilla, June 11.]

The imports into Colombia during April, 1915, amounted to 5,338 metric tons (1 metric ton=2,204.6 pounds), valued at \$794,657, of which 3,373 tons, valued at \$411,509 came from the United States.

The exports for the same period amounted to 4,692 tons, valued at \$1,506,457, of which 4,284 tons, valued at \$1,447,113, went to the United States.

CHINESE FINANCIAL NOTES.

[National Review of China, May 29.]

Domestic Loan Oversubscribed.

The Government has received a report from a delegate in the Southern Sea, who has been sent there to sell domestic-loan bonds to Chinese merchants, stating that a Chinese lady in Singapore has taken up these bonds to the amount of \$100,000, and asking the Government to award her special recognition for her patriotism. According to reports from the provincial authorities the Government finds that the amount of the domestic-loan bonds sold in the Provinces has exceeded the prescribed amount originally assigned to each. Thus in Kwangtung the loan bonds sold have exceeded the original amount by \$200,000, in Shansi by \$100,000, in Chihli by \$200,000.

[Mention of the part which foreign banks will play in floating this loan was made in COMMERCE REPORTS for June 17, 1915. The loan is for \$24,000,000 Peiyang and New Republic currency, or slightly less than \$12,000,000 United States gold at the normal rate of exchange. Since it is a silver coin, however, the conversion value of the new dollar (or "yuan") varies from day to day with the price of silver; during the quarter just ended it was held by the United State Treasury Department at \$0.389. The sums above given for stock subscriptions are probably stated in the new currency.]

Patriotic Fund in Java.

Chinese merchants in Java have started a movement to collect funds by private contributions to relieve the financial difficulties of the Government. This new movement is sometimes called the Salvation Fund Movement, and the proceeds from it are to be used only in emergency for the salvation of the nation and are to be devoted only to military expansion or industrial development. The merchants in Surabaya have organized a body and appointed a number of prominent persons to take charge of the collection. The contributions will be of two kinds; special contribution, which is in the form of a donation, and periodical contribution. The person subscribing to the latter shall be required to contribute a certain sum proportionate to his income at stated periods. The promoters of this movement have also declared that the proceeds will be remitted to the Central Government of China only, and that the funds thus collected shall not be appropriated to the provincial Government, nor shall they be applied to other use. The campaign will continue until the promoters deem it possible for the Chinese Government to dispense with such financial aid without suffering further financial embarrassment.

COMMERCIAL INSTRUCTION IN ECUADOR.

[Consul General Frederic W. Godding, Guayaquil, May 22.]

The Superior Council of Public Instruction of Ecuador has created a school of commerce in Bahia de Caraquez modeled after the secondary high schools of the United States, which are held in high esteem by the educators of this Republic. This is the second commercial school organized by the department of education. There is a private commercial institution in Guayaquil.

HIGH COST OF LIVING IN HONDURAS.

[Consul Ezra M. Lawton, Tegucigalpa, May 19.]

Honduras suffered last year from the effects of a severe drought, perhaps the most severe for many years, and a plague of grasshoppers destroyed a large part of the diminished crop. The grasshoppers are still in evidence in many sections and little effort is being made to destroy them.

For the six months from November 1, 1914, to May 1, 1915, there was imported into this district from the United States through the Honduras port of Amapala 4,272,500 pounds of flour, 3,979,700 pounds of corn, 89,000 pounds of beans, and 163,100 pounds of rice, besides other foodstuffs in much larger quantities than ever before. Hay and alfalfa are now being imported for forage. The last Congress placed these items on the free list, but in spite of free entry the cost of freight and handling is often more than the first cost of the article. As an illustration, a 100-pound sack of No. 3 corn from San Francisco costs \$2.65 c. i. f. Amapala; unloading and transport by lighters, 25 miles across Fonseca Bay to the mainland, cost an additional 70 cents, and the haul by cart to this city, a distance of 90 miles, adds \$1.65.

The prevailing prices per pound for various articles of prime necessity in this market are as follows: Corn, 7 cents; flour, 8 cents; sugar (native), 7 cents; navy beans, 9 cents; rice, 10 cents; coffee (native), 10 cents; lard, 35 cents; potatoes, about as large as marbles, 5 cents; cabbage, 15 cents for medium head; eggs, 2 to 3 cents each; butter in tins, 85 cents; imported canned vegetables, 35 to 55 cents per No. 2½ can. Fresh meat is cheap, but is little eaten. The middle class consume large quantities of cheap sardines, which in the smallest size tins sell locally for 12 to 18 cents.

BUENOS AIRES COAL SUPPLY.

[Commercial Attaché Albert Hale, Buenos Aires, Argentina, May 12.]

The announcement that coal exports from Great Britain will hereafter be controlled by that Government, has aroused considerable interest in South America, especially in Argentina. A review of conditions in Buenos Aires shows that there are probably sufficient stocks on hand for the next six months, and the hope is expressed that during that interval some arrangements can be made for a regular supply to meet the necessary demand of electric light and gas companies, steamers, and other industries. This market is worthy of serious consideration of coal miners and dealers in the United States. Quantities of coal from the United States have already been introduced in Buenos Aires, and even in Montevideo, and the use of this coal has on the whole been favorably received. A large user states that Cardiff coal (from Great Britain, costing, about Jan. 1, 1915, \$9 gold a ton, with port duties of 20 cents) yielded 1 kilowatt hour for 800 grams (1.8 pounds). Pocahontas coal (from the United States), which is sold at a slightly lower price, yielded 1 kilowatt hour for 840 grams (1.9 pounds). The price of coal has increased considerably since then, with no probability of its returning to the normal price. The Government of the Republic and the municipality of Buenos Aires are purchasers of coal in large quantities.

BLINDNESS IN THE WORLD.

The blind population of the United States in 1910 numbered 57,272, or 62.3 to each 100,000 of the total population in that year. Blindness is less common in America than in most other countries; it has apparently decreased among the youngest classes of the population in the last half century; it is more prevalent among men than among women; it is very much more prevalent among Indians, and considerably more prevalent among Negroes than among whites. Trades taught in schools or workshops for the blind have equipped more than 1,500 blind persons for total or partial self-support.

These are some of the facts brought out in a bulletin, *The Blind Population of the United States, 1910*, recently issued by the Bureau of the Census, Department of Commerce. Anyone desiring a copy can obtain it by addressing the Director of the Census, Washington, D. C.

The total number of blind persons in the world is roughly estimated at 2,390,000. The total number enumerated at the most recent censuses of the blind in all countries in which such censuses have been taken is 1,194,346. These countries represent all of Australia, nearly all of Europe and North America, and portions of South America, Africa, and Asia, together with certain of the insular possessions of European and American countries. The only countries and Provinces in which the ratios of the blind to the total population are lower than that for the United States (62.3 per 100,000) are Canada, where the ratio was 44.9 per 100,000 in 1911; Belgium, where it was 43.5 in 1910; Denmark, 52.7 in 1911; Germany, 60.9 in 1900; Netherlands, 46.3 in 1909; New South Wales, 61.4 in 1911; Western Australia, 50.3 in 1911; and New Zealand, 47.8 in 1911.

JAPANESE SHIPPING LINES.

[Extract from Japan Chronicle of May 14 by Consul General George H. Seidmore, Yokohama.]

In view of the growing increase in the quantities of goods for Europe, the Nippon Yusen Kaisha has decided to strengthen its European line by three select vessels of 7,500 tons gross each. These are the *Toyohasi Maru*, the *Tokuyama Maru*, and the *Toyama Maru*.

Following the example of the Pacific Mail Steamship Co., which recently raised its freight rates on Japanese tea for America by some 50 per cent, both the Nippon Yusen and the Osaka Shosen Kaisha are said to contemplate raising charges. Shippers, however, are expected to protest as vigorously as did the silk exporters, but it is said that the companies will insist on a 20 per cent increase.

According to the Nippon Yusen Kaisha authorities, owing to the European hostilities, all the company's freight liners on the European line will return via America, picking up freight on the way. The *Tokushima Maru*, 6,054 tons, sailed from London on May 6 and will call at New York. The *Tsushima Maru*, 7,300 tons, left London on May 13 for Boston and Philadelphia, where it is expected to load oil to fullest capacity and return via the Panama Canal. Among the vessels just on the way for New York from London are also the *Tottori Maru*, 6,056 tons, and the *Wakasa Maru*, 6,327 tons, both of which will return via Panama.

FILIPINOS IN AMERICAN FACTORIES.

Some six years ago President Adams, of the Cleveland-Akron Bag Co., Cleveland, Ohio, brought home with him from Manila a young Filipino, to whom he gave employment. The young man gave satisfaction and it was decided to employ two or three more. They also commended themselves, and so a couple of years ago, when on another visit to the company's Manila sales branch, Mr. Adams arranged for the employment of 20 young Filipinos. These have been in the United States now over a year, giving efficient service to the company. G. A. Zizelman, one of the department managers of the Cleveland company, has written the following letter concerning the boys to the Philippines Free Press:

These boys left Manila in April, 1914, and are now employed in the various departments of the Cleveland-Akron Bag Co. and attending high school at night. The boys have proved to be very good students, nearly all being leaders in their respective classes. The majority are planning to stay in the United States seven years, their ambition being to acquire a profession before returning to the Philippines. They are full of determination to carry out their plans.

R. Bauman was a student of engineering in the University of the Philippines and one of the representatives of the Philippines in the first Far Eastern Olympic games held in Manila in 1913. He took part in the swimming events, securing several points for his team. He is now a member of the Cleveland Y. M. C. A. swimming team, competing in all the aquatic contests, and has carried off numerous prizes. He is a member of the American Red Cross Life Saving Society, a corps of the best swimmers in the country.

Luis Yerro and Mr. Gonzales are from the Philippine School of Arts and Trades.

Antonio Esguerra and Gabriel Garduque are both graduates of the Philippine School of Commerce.

R. Templo was a student of the Batangas High School.

N. Quebral attended the Manila High School, and was a member of the track team.

The boys are now organizing a baseball team and expect to give the semipro teams around Cleveland a run for their money.

NEW STEAMSHIP LINE BETWEEN JAVA AND NEW YORK.

[Consul F. W. Mahin, Amsterdam, Netherlands, June 3.]

This consulate is informed that the Netherlands Steamship Co., with headquarters in Amsterdam, and operating a line of passenger and cargo steamers between this city and the Dutch East Indies, has opened a monthly line between Batavia, Java, and New York. These steamers travel via Colombo and the Suez Canal, touching at Suez and Genoa, Italy. It is intimated that if sufficient return freight from the United States to Batavia is offered the service will be made bimonthly.

This would seem to be an important addition to the carrying service between the United States and the East Indies and of great possible advantage to the extension of trade in American products.

CYANIDE OF POTASSIUM FACTORY FOR RUSSIA.

[Consul General John H. Snodgrass, Moscow, May 26.]

At a conference of representatives of the Russian gold-mining industry on May 7 it was decided to address a petition to the Government for the establishment of a concern to manufacture cyanide of potassium.

FOREIGN TARIFFS.

ARGENTINA.

[Boletín Oficial, Feb. 26, 1915.]

Classification of Tool Handles.

According to an Argentine customs decision of February 17, 1915, handles for artisans' tools included under Tariff No. 901, for which the official tariff valuation is 2 pesos (\$1.93) per hundred, are not to exceed 75 centimeters (about 29.5 inches) in length. Handles of greater length are to be assimilated to handles for axes, shovels, etc., which are dutiable under Tariff No. 898 at an official valuation of 1 peso per dozen. The rate of duty is in both instances 27 per cent of the official valuation, inclusive of surtax.

[Consul General L. J. Keena, Buenos Aires, Mar. 15, 1915.]

Reduced Duties on Paper.

By the provisions of an Argentine law in effect February 17, 1915, the rate of duty on news-print paper imported into Argentina is reduced from 0.02 to 0.01 peso per kilo (from \$0.928 to \$0.49 per 100 pounds, inclusive of surtaxes), and the duty on paper not specified, including writing paper and paper for books and magazines, from 0.04 to 0.03 peso per kilo (from \$1.88 to \$1.44 per 100 pounds, including surtaxes). The same law provides for an increase in the duty on common light wines from 0.08 to 0.085 peso per liter (from \$0.0745 to \$0.079 per quart, including surtaxes).

[Board of Trade Journal, May 6, 1915.]

Temporary Exemption of Grain-Elevator Materials.

Materials of all kinds for use in the installation of new grain elevators in Argentine ports and railway yards, as well as all machinery for such elevators, are to be exempt from import duty in Argentina during the current year under the provisions of the budget law for 1915.

AUSTRALIA.

[Customs Order No. 1762, Nov. 27, 1914.]

New Standard for Nuts.

New regulations under the Trade Descriptions Act of 1905 provide that shipments into Australia of peanuts, Brazil nuts, almonds, and other kinds of nuts, containing 10 per cent or more of unsound nut will be liable to rejection unless such percentage is stated in the trade description. [The former regulations, reported in Foreign Tariff Notes No. 12, p. 175, provided that the proportion of unsound nuts should not exceed 5 per cent.]

CANADA.

[Consul Felix S. S. Johnson, Kingston, May 5, 1915.]

Requirements for Maple Products.

A recent amendment to the Canadian Adulteration Act forbids the manufacture or sale in Canada of any article of food resembling or being an imitation of maple sugar or maple sirup which is not pure maple sugar or maple sirup. It is further provided that the word "maple" shall not be used on the label in combination with any other words or letters unless the contents are absolutely pure maple sugar or sirup.

CHINA.

[Consul Lester Maynard, Amoy, Mar. 20, 1915.]

Exemptions from Export Duty.

An order of the Chinese Commissioner of Customs, in effect March 1, 1915, exempts the following articles from export and coast-trade duties: Lace, embroidery, drawn-thread work of silk or other material, hair nets, and fruits preserved in sirup (including ginger and the preparation known as chowchow). The export duty formerly levied on fruits in sirup was 5 mace per picul and that on the other products 5 per cent ad valorem. The same order provides for a reduction of the export duty on straw braid from 7 mace to 3 mace 5 candareens per picul, and on matting from 2 to 1 mace per roll of 40 yards. (Haikwan tael, Apr. 1, 1915, \$0.705; tael = 10 mace = 100 candareens; picul, 133.33 pounds.)

COLOMBIA.

[Consul Ross Hazeltine, Cartagena, Apr. 10, 1915.]

New Excise Duties.

A Colombian decree of January 29, 1915, establishes a new schedule of excise duties, leviable by means of stamps to be affixed to the containers of dutiable articles. The decree was held in abeyance for several weeks pending a decision of the supreme court, which has sustained its constitutionality. The following is a complete list of the new internal taxes, which are levied on gross weight:

[Kilo, 2.2046 pounds; liter, 1.0568 quarts; gold peso, \$1.]

Articles.	Pesos.
Tobacco:	<i>Per kilo.</i>
Leaf, smoking, or chewing, imported.....	0.80
Cigarettes, imported or containing imported tobacco—	<i>Per package.</i>
Per package not exceeding 30 grams.....	0.02
For each additional 15 grams or fraction thereof.....	.01
Cigars, imported or made of imported tobacco.....	<i>Per kilo.</i>
	1.00
Imported liquors:	
Brandy, whisky, gin, rum, and other distilled liquors, containing more than 22 per cent of alcohol—	<i>Per bottle.</i>
Per bottle not exceeding 200 grams.....	.10
For each additional 200 grams or fraction thereof.....	.10
Imported wines:	<i>Per kilo.</i>
Red or white, in pipes, casks, or demijohns—	
Containing not more than 15 per cent of alcohol.....	.02
Containing more than 15 and not more than 22 per cent of alcohol.....	.05
Full-bodied wines, red, such as port, muscatel; malaga, sherry, and vermouth.....	.05
Sparkling wines, containing not more than 22 per cent of alcohol—	
Red.....	.10
White or yellow.....	.20
Champagne	<i>Per liter.</i>
	1.00
Imported beer	<i>Per kilo.</i>
	.05
Fermented extracts for the manufacture of beer.....	.02
Ginger ale, cider, and similar fermented beverages.....	.10
Perfumery containing alcohol, imported or domestic, including cosmetics, toilet powders and waters, and dentifrices, of a retail price per kilo (including container)—	
Not more than 10 pesos.....	<i>Per kilo.</i>
	.50
More than 10 and not more than 50 pesos ^a	2.50
More than 50 pesos ^a	5.00
Playing cards, in packs not exceeding 52 cards.....	<i>Per pack.</i>
	.20

^a Perfumed soap is not subject to these duties.

[Consul Isaac A. Manning, Barranquilla, May 26, 1915.]

"To Order" Shipments for Colombia.

The Colombian customs law authorizes the clearance of merchandise from the customhouse on presentation of the certified consignment invoice, together with four copies of the customhouse manifest, the latter to be made and signed by the importer or his agent, but does not require the presentation of a bill of lading for this purpose. The clearance must be effected within five days from receipt of shipment at the customhouse.

Should the importer fail to receive his copy of the invoice, he must ask the customs collector to issue an extra copy of the certified invoice, for which a small fee is charged for stamped paper.

Consignments "to order" are not recognized by Colombian financial laws, and the only manner in which such shipments can be made would be by consigning the shipment, under previous agreement with the bank or import agents and the importer, to a bank or import agent. This is done only on rare occasions in this country. The usual custom in vogue among European and American exporters is to ship the merchandise direct to the importer, and if a draft is to be presented for acceptance or payment on delivery at Barranquilla, this is sent through some bank. The house on which the draft is drawn must accept or pay the draft in accordance with its contract with the exporter, or find its credit damaged by failure to do so.

American exporters who are doing large business with Colombia find this regulation acceptable, if not entirely satisfactory, and continue doing profitable business with Colombian merchants on the basis mentioned.

While it might be possible to bring about an amendment to the customs law, so as to provide for the requirement of the certified bill of lading before delivery of the goods, this might bring about other complications, even to the confiscation of the merchandise by the Government for failure to clear same from the customhouse within the five days specified. Much of the merchandise intended for the interior of the country must be cleared by customhouse brokers before the mail leaves Barranquilla for the interior, and if clearance of merchandise for Bogota or Medellin, etc., had to await the acceptance of a draft by the importer in those places, it would mean a delay of at least two months in many cases for the merchandise to reach the importer.

CUBA.

[Boletín Oficial de la Secretaría de Hacienda, Mar. 1, 1915.]

Reduction on Fuel Oil.

A Cuban customs circular of February 22, 1915, provides that petroleum or its products for use as fuel, the distillation point of which is between 270° and 280° C., shall be dutiable under tariff No. 6 (a) and shall be exempt from the surtax of 25 per cent of original duty imposed by Decree No. 44, of February 1, 1904. Under the new provision the duty on such products imported from the United States amounts to \$0.56 per 100 kilos (gross weight). This reduction is made in order to encourage the importation of petroleum for fuel by industrial establishments in general, and particularly sugar refineries.

DOMINICAN REPUBLIC.

[Vice Consul Juan M. Herrero, Santo Domingo, May 17, 1915.]

Reduced Duty on Fuel Oil.

A Dominican law of May 12, 1915, reduces the import duty on crude mineral oil intended solely for fuel and not suitable for lighting from \$1 per 100 kilo to \$0.75 per 1,000 kilos. [Kilo, 2.2046 pounds.]

NORWAY.

[Board of Trade Journal, Apr. 22, 1915.]

Increased Duty on Beer.

A Norwegian law promulgated March 22, 1915, increases the duties on beer imported in bottles or jars from 0.30 to 0.38 crown per liter and on beer in other receptacles from 0.25 to 0.33 crown per liter. The same measure also provides for higher rates of excise duty on beer. [Crown, \$0.268; liter, 1.0568 quarts.]

[Board of Trade Journal, May 13, 1915.]

Stamp Taxes on Cigars and Cigarettes.

A royal order of April 29, 1915, in effect May 3, 1915, provides for the following schedule of stamp duties in Norway (crown, \$0.268; kilo (1,000 grams), 2.2046 pounds):

Articles.		Duty.
Cigars:		<i>Crowns per 100.</i>
Of a value per 100 of—		
Not more than 3 crowns.....		0.20
More than 3 and not more than 5 crowns.....		.40
More than 5 and not more than 7 crowns.....		.60
More than 7 and not more than 9 crowns.....		.80
More than 9 and not more than 11 crowns.....		1.00
More than 11 and not more than 13 crowns.....		1.20
More than 13 and not more than 15 crowns.....		1.40
More than 15 and not more than 20 crowns.....		1.80
More than 20 and not more than 25 crowns.....		2.40
More than 25 and not more than 30 crowns.....		3.00
More than 30 and not more than 40 crowns.....		4.00
For each increase in value of 10 crowns or fraction thereof above 40 crowns per 100.....		1.00
Cigarettes:		
Of a value per 100 of—		
Not more than 1.50 crowns.....		.20
More than 1.50 and not more than 2.50 crowns.....		.40
More than 2.50 and not more than 3.50 crowns.....		.60
More than 3.50 and not more than 4.50 crowns.....		.80
More than 4.50 and not more than 6 crowns.....		1.20
More than 6 and not more than 8 crowns.....		1.60
For each increase in value of 2 crowns or fraction thereof above 8 crowns per 100.....		.40
Cigarette mouthpieces, per 100 or fraction thereof.....		<i>Per 50 grams.</i> .40
Snuff, per 50 grams or fraction thereof.....		1.10

Increased Duties on Matches.

The following increases in the duties on matches and lighting apparatus imported into Norway were put into effect May 3, 1915:

Tariff No.	Articles.	Duty.
120	Matches:	<i>Crowns per kilo.</i>
	Of wax, stearine, or similar materials.....	1.75
	Of other materials.....	1.60
	Lighting apparatus and automatic lighters (lyrtål) of all kinds.....	<i>Each.</i> 1.00

PORTUGUESE COLONIES.

[Diário do Governo, Nov. 25, 1914.]

Exemption of Sugar-Factory Supplies in Angola.

A Portuguese decree of November 25, 1914, exempts from duty all construction materials imported into the Province of Angola by sugar companies for the installation or development of sugar factories.

SIAM.

[Vice and Deputy Consul General Carl G. Hansen, Bangkok, Feb. 19, 1915.]

Changed Regulations for Invoices.

In order to facilitate the compilation of commercial statistics, the Siamese customs department now requires that invoices for goods imported into Siam specify the number or quantity and the net weight instead of, as heretofore, only the value. The new requirement should be strictly observed, as otherwise the ascertaining of the weight, etc., of the contents of each package upon arrival at a Siamese port may cause serious inconvenience to the consignee and may also subject the articles to considerable damage. By net weight is meant the weight of the product without the immediate container and exclusive of all wrappings, and it may be stated in either pounds or kilograms. [Information regarding the form of declaration required for various classes of articles will be supplied upon request by the Bureau of Foreign and Domestic Commerce.]

JAPANESE SHIP-SUBSIDY BILL.

[Extract from Japan Advertiser for May 22, forwarded by Consul General George H. Scidmore, Yokohama.]

The Government on May 20 introduced into the House of Representatives a bill providing for Government bounties for navigation service. According to the bill the Government wants to make contracts with the companies engaged in the service to Europe, North America, South America, and Australia granting state bounties according to the following schedule for four successive years commencing with the fiscal year 1916-1917:

Line and year.	Bounties.		Line and year.	Bounties.	
	Yen.	United States equivalent.		Yen.	United States equivalent.
European Line:			South American Line:		
1916-17	1,811,910	\$902,331	1916-17	297,558	\$148,184
1917-18	1,754,196	873,690	1917-18	291,211	145,023
1918-19	1,689,000	841,122	1918-19	284,865	141,863
1919-20	1,566,672	780,203	1919-20	269,390	134,156
North American Line:			Australian Line:		
1916-17	2,949,012	1,468,608	1916-17	173,808	86,556
1917-18	2,822,119	1,405,415	1917-18	160,250	79,805
1918-19	2,663,925	1,329,023	1918-19	169,470	84,390
1919-20	2,509,187	1,254,958	1919-20	188,497	93,872

As the Government has a majority in both the Upper and Lower Houses of the Diet it is generally believed that this bill will pass.

[For previous discussion of changes in Japanese shipping subsidies see COMMERCE REPORTS for May 14 and June 14, 1915.]

ELECTRIC AND GASOLINE AUTOMOBILES.

[Frankfurter Zeitung, May 16.]

In recent times the question has been asked quite often whether and to what extent an electric automobile might take the place of one driven by gasoline. Here it may be mentioned that the German name "Benzinmotorwagen" is simply the traditional name of an automobile originally driven by gasoline, but such automobiles can now be driven well and economically, too, by benzol, alcohol, and various mixed fuels. In this respect the experiences gained during the war have been surprisingly gratifying even for older machines. In comparing an electric with an internal-combustion motor car it is sufficient to consider just two points of difference in order to decide under what conditions one car may replace the other.

1. The electric automobile carries a comparatively small supply of energy, whereas the other type of motor car will go eight to ten times farther. If an electric were to be built for long trips it would be too heavy; an internal-combustion motor car, however, can easily be built for a range two or three times larger than the one now usual.

2. An internal-combustion motor car can be supplied with new energy in a few minutes, whereas it takes several hours to charge the storage battery of an electric automobile.

A person making short trips about the city may well get along with an electric automobile with one battery. A taxicab company, however, must have at least two batteries for each car, one of which is being charged while the other is at work. Even so, the business of running taxicabs in a large city has its difficulties, for unexpected lengthy trips may lead to an exhaustion of the accumulators, which means an economic loss. The conditions are much more favorable when an electric automobile is employed as a delivery wagon by department stores, breweries, etc. In that case trips are, as a rule, similar, and it can easily be calculated whether the car will return strong or nearly exhausted.

The conditions are even more favorable for omnibus lines, such as have been operated in Vienna for some time as an experiment. Here, too, the distance which a battery must cover before being replaced is perfectly known beforehand, and both the size of the battery and the time table can easily be arranged so that one battery will suffice for a round trip of about 18 miles. The principal municipal line in Vienna is served by 13 electric omnibuses with 34 batteries, 3 of the cars being held in reserve. In large cities the electric omnibus possesses two remarkable advantages over the internal-combustion motor car—it does not throw out any exhaust gases or produce clouds of smoke and its motor stops whenever the omnibus stops, whereas the internal-combustion motor must be kept running and usually makes a great noise.

It is, therefore, in but few cases and only under special circumstances that an electric automobile can be employed to advantage as a substitute for an internal-combustion motor car.

A rail order from South Africa has been received by the Sydney (Nova Scotia) Steel Works which will take three months to execute.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers and signal letters designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the week ended June 26, 1915:

Name.	Official number.	Signal letters.	Tonnage.		Year built.	Where built.	Home port.
			Gross.	Net.			
SAIL.							
Schooner: Clara Fountain...	213397	.....	22	14	1915	Biloxi, Miss.....	Gulfport.
POWER.							
Gas screw yacht: Sweetheart.....	213395	LFKV	60	35	1915	Boston, Mass.....	Kansas City, Mo.
Wahama.....	213382	.....	31	24	1915	Rockport, Mass...	Gloucester.
Gas stern wheel: Lamb's Ferry.....	213396	.....	12	8	1915	Decatur, Ala.....	Mobile.
Mabel Pendle....	213404	.....	10	8	1915	New Harmony, Ind.	Evansville.
Typhoon.....	213380	.....	6	5	1911	Pittsburgh, Pa...	St. Louis.
Gas screw: Chicagoff.....	213387	.....	44	30	1915	Seattle, Wash.....	Seattle.
Columbia.....	213390	.....	9	6	1915	Astoria, Wash....	Astoria.
Comanche.....	213381	.....	20	16	1915	Everett, Wash....	Seattle.
Edna No. 2.....	213400	.....	28	19	1915	Bellingham, Wash.	Do.
Gradac.....	213399	.....	32	22	1915	Gig Harbor, Wash.	Tacoma.
Iola.....	213383	.....	14	13	.....	.....	Philadelphia
Landine.....	213402	.....	8	6	1915	Brooklyn, N. Y....	New York.
Lillian.....	213403	.....	19	13	1915	Tacoma, Wash.....	Tacoma.
Louise.....	213384	.....	10	6	1914	East Machias, Me.	Machias.
Monitor.....	213392	.....	30	20	1915	Dockett, Wash....	Tacoma.
Ocean Queen.....	213391	.....	24	16	1915	Everett, Wash.....	Seattle.
Do.....	213386	.....	31	24	1915	Los Angeles, Cal.	Los Angeles.
Olinda.....	213401	.....	408	265	1915	San Francisco, Cal.	San Francisco.
Stannie.....	213394	.....	15	10	1915	Galveston, Tex....	Galveston, Tex.
Sylva.....	213405	.....	23	20	1915	Tuckerton, N. J....	Tuckerton.
U. S. A.....	213388	.....	21	18	1915	Seattle, Wash.....	Seattle.
Winifred.....	213398	.....	10	8	1912	Buffalo, N. Y.....	Buffalo.
Steam side wheel: Santa Clara.....	213389	.....	2,282	1,308	1915	Oakland, Cal.....	San Francisco.
Steam screw: M. G. Phelps.....	213393	.....	110	84	1915	Chaumont, N. Y....	Cape Vincent.
Mariana.....	213385	LFKT	3,063	1,942	1915	Newport News, Va.	New York.
Rodona.....	213379	.....	50	24	1915	Bellingham, Wash.	Seattle.
UNRIGGED.							
Barge: John A. Harris...	166039	.....	368	368	1915	Tottenville, N. Y.	New York.
Scow: M. B. Mills.....	166038	.....	11	11	1909	St. Clair, Mich....	Port Huron.
Porter No. 24.....	166040	.....	26	26	1915	Anacortes, Wash...	Seattle.
Porter No. 25.....	160041	.....	26	26	1915	.....do.....	Do.

* Date and place of build unknown.

The total number of foreign-built vessels admitted to American registry under the act of August 18, 1914, to June 26, 1915, was 150, of 528,907 gross tons.

OCEAN FREIGHT RATES IN AMERICAN CURRENCY.

The following communication has been received from H. H. Garver, foreign-trade commissioner of the Chicago Association of Commerce:

I have received several complaints from exporters in reference to the steamship lines sailing under the American flag quoting rates in foreign money. The suggestion has been made that something should be done to correct this method and have the companies quote rates in American gold.

DISTRIBUTION WORK OF BUREAU OF FISHERIES.

The following is a comparative table showing distribution of fish and eggs by the Bureau of Fisheries for 11 months of current fiscal years ending May 31, 1915, and May 31, 1914.

Species.	Eggs.	Fry.	Fingerlings, yearlings, and adults.	Total, May 31, 1915.	Total, May 31, 1914.
Atlantic salmon		1,000,000		1,000,000	2,590,288
Black bass		552,500	1,152,488	1,704,988	788,960
Black-spotted trout	3,435,000	1,899,250	4,784,067	10,118,317	6,790,870
Blueback salmon	3,155,000	37,682,250	1,731,425	42,568,421	52,371,869
Brook trout	507,150	5,700,263	5,491,842	11,699,255	10,089,653
Buffalo fish			114,849	114,849	297,195
Carp			644,311	644,311	231,146
Catfish			1,665,643	1,665,643	554,310
Chinook salmon	34,466,725	44,652,979	16,714,694	95,834,398	80,124,643
Cod		260,133,000		260,133,000	252,951,000
Crappie			1,800,437	1,800,437	540,920
Dog salmon		35,504,707		35,504,707	8,672,735
Flatfish		1,294,156,000		1,294,156,000	1,171,321,000
Grayling	350,000	1,873,000		2,223,000	498,000
Haddock		26,814,000		26,814,000	108,524,000
Herring (alewife)		4,851,000		4,851,000	184,000
Humpback salmon		11,758,500	399,557	12,158,057	41,507,600
Lake herring		92,350,000		92,350,000	900,000
Lake trout	12,850,000	35,294,723	3,092,345	51,237,068	42,222,892
Landlocked salmon	291,000	256,042	110,585	657,627	524,332
Lobster		33,670,000	3,779	33,673,779	16,793,467
Pike			87,846	87,846	5,675
Pike perch	326,250,000	278,370,000	353	604,620,353	511,584,000
Pollock		500,730,000		500,730,000	561,408,422
Rainbow trout	1,947,990	513,930	1,813,975	4,275,895	2,702,569
Rock bass			299,475	299,475	78,045
Scotch sea trout		58,430		58,430	19,937
Shad		41,087,000		41,087,000	58,550,660
Silver salmon	1,943,280	20,717,764	2,698,462	25,364,506	21,888,536
Small-mouthed black bass		508,370	70,987	579,357	55,605
Smelt	14,500,000	6,000,000		21,400,000	15,184,400
Steelhead trout	634,000	265,075	1,701,660	2,600,735	4,739,390
Strawberry bass			470	470	
Striped bass		8,594,500		8,594,500	11,680,000
Sunfish			2,776,421	2,776,421	680,787
Warmouth bass					1,085
White bass			2,825	2,825	4,450
Whitefish	98,900,000	405,400,000		504,300,000	454,015,000
White perch	17,850,000	161,960,000		179,810,000	220,002,000
Yellow bass			420	420	
Yellow perch	19,000,000	196,264,000	104,007	214,368,007	189,437,164
Yellow sucker			200	200	1,200
Total				4,071,884,592	3,849,385,779

VESSEL-COALING CONCESSION AT CADIZ.

[Consul Wilbur T. Gracey, Seville, Spain, June 4.]

Permission has been granted to the agent of the Sociedad Anonima Depositos Flotantes de Carbones, of Barcelona, to install in the port of Cadiz of this consular district "floating coal deposits" for the sale and delivery of coal directly to merchant and other ships visiting that port.

The concession granted is not to constitute a monopoly, and no fixed period is covered by the permit, and the Spanish ministry reserves the right to grant similar concessions to other parties.

The regulations under which the permit for these deposits is issued may be seen on application to the Bureau of Foreign and Domestic Commerce, Washington.

The concessionaires pay 1,000 pesetas (approximately \$200) per annum contribution to the port authorities for the port works, and deposit a guarantee of 5,000 pesetas (approximately \$1,000) with the authorities to be held during the term of the concession.

THE METAL INDUSTRIES OF HUNGARY.

[Pravo Lidu, Prague, Bohemia.]

The general situation of the Hungarian metal industries in 1914 is thus described in the *Honi Ipar*, the official organ of the Hungarian employers: The first half of 1914 was, on the whole, unfavorable, the mills operating with a reduced force, owing to the financial crisis. Orders were few and all efforts to improve the conditions failed, on account of the uncertainty of the situation. The difficulties were aggravated by the moratorium decree issued at the beginning of the war, which postponed payments for goods already delivered. It was expected that after the excitement of the first months of the war the situation would improve through the need of arms and equipment for the army, but the improvement was rendered impossible by the lack of raw materials, the lack of workmen—large numbers of whom had been called to the colors, and the limitation of transportation facilities. The foundries suffered the most. In the last quarter of the year orders for cast-iron grenades were received, which will keep the mills busy for three or four months. The mills producing heavy goods were altogether idle. The machinery industry profited by army orders, but only toward the end of the year, when the lack of workmen in that branch of the industry became serious. The steel-tool industry flourished in the second half of the year, but the electric branch suffered. Army orders were of some help but there was a pronounced shortage of skilled workers. The steel-working mills suffered from a lack of orders during the first half of the year and from high prices of raw materials during the second half, when army orders were received. The lamp and chandelier industry had a satisfactory year, owing to good exports to the Balkan countries in the first half of the year and army orders in the second. Factory workers in the Hungarian metal industries are under military orders. The Hungarian metal workers' union has issued an appeal to the workers to remain calm. The union demands legal protection for the workmen against the injustices of some manufacturers.

MANUFACTURES IN THE DISTRICT OF COLUMBIA.

The Census Bureau has just issued its first report presenting statistics collected at the manufactures census of 1914. This report is in the form of a brief preliminary statement or summary showing, for the District of Columbia only, the number of establishments, persons engaged, horsepower, capital, salaries and wages, cost of materials, value of products, and value added by manufacture. Comparative figures for 1909 and percentages of increase are given. Statistics for steam laundries and for establishments operated by the Federal Government are shown separately.

Automobiles in the Canal Zone.

On June 12, 1915, there were 190 automobiles and 85 motorcycles licensed in the Canal Zone. Nine of the motorcycle licenses, says the Panama Canal Record, were held by residents of Panama and Colon and the remaining 76 were issued to residents of the Canal Zone. Of the automobiles licensed, 62 were owned by residents of the zone and 128 by residents of Panama or Colon.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 2481.—Sealed proposals, indorsed "Proposals for Officers' Quarters," will be received at the Bureau of Yards and Docks, Navy Department, until August 21, 1915, for four one-story officers' quarters of wooden construction at the naval station, Pearl Harbor, Hawaii. Plans and specifications may be obtained on application to the bureau or to the commandant of the naval station named.

Roofing slate, No. 2482.—Sealed proposals will be received at the office of Superintendent of Prisons, Department of Justice, Washington, D. C., until July 23, 1915, for furnishing and delivering at the United States Penitentiary, Atlanta, Ga., roofing slate for the bath, laundry, and tailor-shop building in accordance with specifications, copies of which, together with further information, may be had upon application to the above office.

Subsistence stores, No. 2483.—Sealed proposals will be received at the office of the depot quartermaster, United States Army, Kansas City, Mo., or the office of the depot quartermaster, United States Army, Omaha, Nebr., until July 6, 1915, for 27,000 pounds of lard, serial No. 96.

Paint, No. 2484.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Building, Washington, D. C., until July 23, 1915, for painting the plastered walls and ceilings in the United States post office at Denver, Colo. Copies of the specifications may be obtained at the above office, and drawings of the building may be seen at the office of the architects, Messrs. Tracy, Swartwout & Litchfield, 244 Fifth Avenue, New York City; the Builders' Exchange, Chicago, Ill.; superintendent's office, Denver, Colo.; office of the supervising superintendent, J. W. Roberts, 403 post office and courthouse, San Francisco, Cal., and at the Supervising Architect's Office.

Navy Department supplies, No. 2485.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until July 20, 1915, for the following material. Bidders interested therein should make application to the Bureau of Supplies and Accounts, giving the schedule numbers desired: Schedule 8531, steel door frames, dogs, and handles and nuts; schedule 8532, 36-inch searchlights; schedule 8533, khaki cotton duck leggings; schedule 8534, signal warning system, etc.; schedule 8535, railroad box cars, files, chestnut railroad ties; schedule 8536, rolled naval bar brass, 2-inch white cedar, mahogany, Mexican and African fir, maple, hickory, and yellow poplar, white-pine uppers, long-leaf yellow pine, and 2-inch silver spruce; schedule 8537, rolled naval bar brass, commercial sheet brass, rolled naval brass sheets, hard-drawn bar copper, hard and soft plain sheet copper, seamless-drawn brass pipe, seamless-drawn copper pipe, brass tubing, Admiralty mixture; schedule 8543, ribbed steel floor plates, medium steel "I" beams, and medium steel plates; schedule 8544, compressed sheet cork, tarred sheathing felt 32 by 40 inches, Spanish cane ship fenders, leader air hose, $\frac{7}{8}$ inch; white-ash oars, sailmakers' seaming palms, 3-foot ranges for torpedo vessels and gunboats, ship section ranges, Navy standard $3\frac{1}{2}$ feet, all porcelain urinals, flat back, individual lip, and round medium copper bar; schedule 8545, crucibles without covers, sperm oil, heavy molding sand, "D" handle scoop shovels, square-end scoop shovels, and composition pipe fittings; and schedule 8546, 4-gallon cast-steel oval boilers and silver-plated ware for officers' messes. Bids will be received until July 27, 1915, for schedule 8538, steel plates, steel shapes, and sheet steel; schedule 8547, charcoal, covering an annual supply for delivery at the navy yard, Mare Island, Cal.; composition sheathing nails, dry Venetian red, and pine tar. Bids for schedule 8530, tinned peas, will be received until August 3, 1915. On August 10, 1915, bids will be opened for schedule 8539, refrigerating plant; schedule 8540, main feed fire and bilge pumps, etc., and auxiliary condenser; schedule 8541, furnishing and installing sand-blast outfits. Bids will be received until August 24, 1915, for range finders, schedule 8542.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Soles, No. 17399.—A firm in England writes an American consular officer that it desires to hear from American manufacturers who are in a position to supply clog soles for the line of clogs commonly known as the "Baltic Clogs."

Iron pyrolignite, No. 17400.—A company in Italy informs an American consular officer that it desires to form commercial relations with American exporters of iron pyrolignite (iron or black liquor) for the dyeing of yarns. It is stated that the firm desires to purchase in large quantities. Reference is given. Correspondence may be in English.

Spelter, No. 17401.—An American consular officer in India transmits the name of a firm in his district which desires to purchase spelter. Prices should be quoted c. i. f. destination. Correspondence may be in English.

Scientific instruments, etc., No. 17402.—A business man in Russia writes an American consular officer that he desires to communicate with American manufacturers and exporters of scientific instruments, technical appliances, etc. He states that he can furnish first-class reference.

Bromide salt, No. 17403.—A firm in England informs an American consular officer that it desires to be placed in communication with American manufacturers of bromide salt, analysis 40 per cent sodium bromate and 58 per cent sodium bromide. It is desired to ship this commodity to western Australia.

Springs for vehicles, No. 17404.—An American consular officer in Chile transmits a report relative to an opportunity for the sale of springs for vehicles. He states that a decree has been issued directing that all vehicles be provided with springs on or before August 1, 1915. He also supplies the names and addresses of a number of importers who will doubtless be interested in these springs.

Boats, No. 17405.—A corporation in England informs an American consular officer that it is desirous of obtaining quotations from American manufacturers of steel river boats about 36 feet long.

Stationery and office supplies, No. 17406.—An American consular officer in Russia reports that a firm in his district desires to receive catalogues, samples, prices, etc., relative to stationery and office supplies of all kinds. If possible prices should be quoted in rubles and should be made c. i. f. destination. Correspondence should be in Russian.

Straw for covering bottles, No. 17407.—A business man in Italy writes an American consular officer that he desires to receive the names and addresses of American dealers and exporters of raw straw for covering bottles, flasks, etc. Samples of the straw may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices. C. i. f. quotations should be submitted for large quantities. Reference is given. Correspondence may be in English.

Superphosphates, No. 17408.—An American consular officer in South Africa requests that cable quotations be submitted on 2,000 tons of superphosphates. A copy of his telegram may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Starches, etc., No. 17409.—A business man in Denmark writes a firm in the United States that he desires to represent American manufacturers and exporters of maize grits and flakes for brewing purposes, maize starch for glucose manufacture, and rice starch for use in laundries. He desires to receive samples and prices c. i. f. destination, if possible, including 3 per cent commission. References are given.

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ALASKAN RAILROAD TOWN-SITE REGULATIONS.

An Executive order has been issued, under the provisions of the act of Congress, approved March 12, 1914, authorizing the President to locate, construct, and operate railroads in the Territory of Alaska, in which the President establishes regulations for the withdrawal, location, and disposition of town sites. These regulations relate to surveys, reservations for public purposes, sales of lots at public auction, the manner in which bids may be received, terms of sale, and conditions under which forfeiture may take place.

GOVERNMENT LOANS TO CHILEAN NITRATE PRODUCERS.

[El Mercurio, Santiago, May 16; transmitted by Commercial Attaché Verne L. Havens.]

In the late months of 1914 it was found that the Chilean nitrate producers could not continue exploiting their properties without Government aid, because of the sudden cutting off of demand. On April 30, 1915, the various nitrate producers owed to the Government of Chile \$3,120,000 (converted from Chilean paper pesos at the rate of \$0.16). Additional loans to producers from May 1 to May 15 amounted to \$236,000. The debt of producers to the Government was therefore \$3,356,000, of which \$476,000 was repaid by the producers to the Government from May 1 to May 15. The actual debt of producers to the Government on May 15 was \$2,880,000, of which \$1,720,000 was in National Treasury Certificates, and \$1,160,000 was in drafts discounted by banks. The interest collected by the Government on the operations concluded up to May 15 amounted to \$63,000.

One hundred dollars a ton for a proposed vessel was recently asked by a Japanese shipbuilding yard, and Consul General Scidmore, of Yokohama, reports that the surprised customer withdrew his order. The cost before the war was \$60 to \$77.

INCOMES OF THE SWEDISH PEOPLE.

[Consul Emil Sauer, Goteborg, June 9.]

From the latest revisions of the tax assessments made in 1913 for incomes in 1912 it is learned that some 750,000 persons in Sweden had an income in that year of \$214 or more. (The population of Sweden in 1913 was 5,638,500.) In round figures the incomes were:

Income.	Number of persons.	Income.	Number of persons.	Income.	Number of persons.
\$214 to \$241.....	250,000	\$831 to \$935.....	13,000	\$1,243 to \$4,020.....	3,000
\$268 to \$395.....	150,000	\$962 to \$1,235.....	13,000	\$4,047 to \$5,360.....	2,500
\$322 to \$375.....	130,000	\$1,233 to \$1,581.....	12,000	\$5,387 to \$8,040.....	2,100
\$402 to \$456.....	70,000	\$1,603.....	700	\$8,067 to \$13,440.....	1,500
\$482 to \$536.....	35,000	\$1,655 to \$2,144.....	9,000	\$13,427 to \$21,440.....	655
\$563 to \$670.....	30,000	\$2,171 to \$2,680.....	5,000	Over \$21,440.....	698
\$697 to \$801.....	18,000	\$2,707 to \$3,216.....	3,000		

From this it appears that there are in Sweden half a million persons who have each a yearly income of at least \$268. Of these, 350,000 persons have an income of \$322 or more, 150,000 of them reach the figure of \$482 or more, 66,000 of them receive more than \$804, and 28,000 have incomes of \$1,603 or more. Only 13,500 persons have incomes exceeding \$2,680, 5,000 above \$5,360, and 700 yearly incomes of more than \$21,440.

CONCESSION FOR VEGETABLE-OIL REFINERY.

[By Vice Consul Lynn W. Franklin, San Salvador, June 3.]

The concession granted by the Salvadorean Government to Federico Garcia Prieto & Co. for the manufacture and refining of oils from seeds in that Republic carries with it the right of free entry of machinery, accessories, and articles used in manufacture, exemption of the manufactory and its products from fiscal or municipal taxes, and the right to export the products of the industry or seeds to make oil without the payment of duties or fiscal taxes.

[A clipping from the *Diario Oficial*, with a translation into English, giving the full text of the concession, may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

STATISTICS OF SUGAR INDUSTRY IN PERU.

[By Consul General William W. Handley, Callao, May 28.]

A publication issued by the Minister of Fomento (Interior) of Peru, giving a review of the sugar industry of Peru for 1913 contains a complete list of the sugar plantations of the Republic, the quantity of the various classes of sugar, rum, and alcohol produced on each plantation, the area under cultivation, the number of men and women employed, hours of labor, and wages paid per day. The quantities and values of sugar exports from the various Peruvian ports and the foreign markets are given in detail.

[This publication, which is in Spanish, may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

THE LORENCO MARQUES WATERWORKS.

[Consul George A. Chamberlain, Lourenco Marques, Portuguese East Africa.]

This report is prepared because the plant described is built entirely on an American system especially adapted to cope with turbid river waters subjected to great incidental pollution.

The pumping station of the Delagoa Bay (Lorenco Marques) Waterworks is situated on the bank of the river Umbeluzi, from which the supply of water is taken. The intake of the pump is covered with screens of 400 mesh, to keep out river sand and grit. The low-serviced pump delivers into a subsidence tank of 175,000 gallons capacity, fitted with baffles to direct the water in a steady flow from inlet to outlet, and thence into a subsidence tank of 60,000 gallons capacity, similarly equipped with baffles, to allow the heavier matter to settle before entering the filters. On the inlet pipe to the large, or first, subsidence tank is fitted a $\frac{3}{4}$ -inch lead pipe for treating the water with a coagulant.

River Crossings—Continuous Pumping Not Possible.

From the small subsidence tank the water gravitates through the filters—two in number and each regulated at present to a capacity of 60 cubic meters [15,850 gallons] per hour—into the clear-water well of a capacity of 250 cubic meters [66,040 gallons]. The high-service pump then takes the filtered water from the clear-water well and delivers it through a 16-inch main into a reservoir in Lourenco Marques, nearly 20 miles distant, and against a head of 205 feet. The main in its course crosses two rivers, the Umbeluzi, at a point 3 miles from the pumping station, and the Matolla River, 8 miles from the station. Each river crossing consists of two branches, one of which is an emergency main. The main between the pumping station and the reservoir is equipped with 21 air valves at the various high points and 19 blow-out valves at the low points for draining the main to facilitate repairs.

The pumping capacity of the plant is 750,000 gallons per 24 hours—about two and one-half times the requirements of Lourenco Marques at present, the daily consumption now approximating 320,000 gallons. The pumps work from 6.30 a. m. to 12 noon and from 2.30 to 6.30 p. m., fires being banked twice in the 24 hours. The reservoir in town is of only 120,000 gallons capacity and does not allow for pumping right through the day, consequently the coal consumption is higher than it would be if the capacity of the reservoir permitted continuous pumping. The coal consumption averages 2.1 pounds for each cubic meter [264.17 gallons] of water pumped.

Two Complete Sets of Pumps and Boilers.

There are two complete batteries of pumps and boilers, one set being in reserve. The boilers are Babcock and Wilcox, 120 horsepower, with single drums, fitted with superheaters and Webster's feed-water heater. The engines are horizontal high and low duty, duplex, direct-acting Worthington pumping engines. The steam ends consist of two 9-inch high-pressure cylinders, two 14-inch intermediate-pressure cylinders, and two 22-inch low-pressure cylinders, all of 18-inch stroke.

The cylinders are jacketed with steam at a boiler pressure of 130 pounds. The jackets are cast on the cylinders and the steam valves

are of the Corliss type. The estimated indicated horsepower of each duplex engine is 75.

The exhaust steam, on leaving the low-pressure cylinder passes through a Webster oil separator and thence to an auxiliary feed-water heater of a tubular type, and then through the condenser and air pumps to the feed-water tank in the boiler house. A good arrangement for utilizing the jacket steam is in practice here. As the steam passes from the jackets it is used to drive the feed pumps, which are of the Worthington boiler pressure type.

High and Low Service Pumps.

The air pumps are placed between the high and low service pumps and are driven by the same rod, which is a continuation of the engine piston rod from the crosshead of engine. The condenser is placed immediately above the high-service pump. The engine is fitted with an automatic vacuum-breaking apparatus, arranged so that when the pressure in the main falls below or rises above the limit it immediately comes into action and opens a valve on the exhaust pipe to the atmosphere, which destroys the vacuum and stops the engine.

The high-service pump consists of two sets of double-acting plungers $8\frac{1}{4}$ inches in diameter, working on what is known as the Worthington cycle, which means that one set of pumps is always delivering into the main, resulting in a uniform delivery free from shock. There is a steel air vessel on the delivery and a cast-iron air vessel on the suction. The suction and delivery valve seatings are of gun metal, and the valves themselves are of manganese bronze.

The low-service pumps, whose capacity is slightly in excess of the high-service pumps, have also two sets of double-acting plungers $8\frac{1}{4}$ inches in diameter, fitted with air vessels on suction and delivery. They have gun-metal seatings and vulcanite valves.

Description of the Filters.

The two filters are circular and of the Jewell gravity type. Each has a filter bed 3 feet 6 inches deep and 15 feet in diameter. The exterior and interior tanks are built of riveted steel plates. At the bottom of the inside tank of each filter is a collecting system for taking away the filtered water upon which rests a thin layer of gravel which supports the filter bed of sand.

The collecting system consists of a cast-iron manifold laid diametrically across the bottom of the inside tank, one end of which is capped and the other end connected to the outlet pipe leading to the automatic controller. Branch pipes of wrought iron are screwed into the manifold at equal distances apart and extend to the side of the tank all around. Eight hundred collecting strainers of brass are screwed into the wrought-iron pipes and top of the manifold. Portland cement concrete is filled in around the pipes and manifold and brought up level to the bottom of the strainers.

For washing the filters there is an agitator made of four rakes dragging iron chains for stirring up the filter bed, the agitator being supported by steel beams on the top of the filter. Power for driving the agitators is transmitted from shafting fastened to the wall of the filter house and is driven by a Marshall vertical steam engine of 8 horsepower.

Each filter has a capacity of 317,000 gallons per 24 hours, the rate of filtration being about 100,000,000 gallons per acre per 24 hours, which is forty to fifty times more than can be done by slow sand filters of equal area.

Filters Quickly Cleaned.

The arrangement of the auxiliary pipes for working and washing the filters is such as to require very little space in front of the filters, and all the valves are worked from an operating floor above by means of extension rods and wheel stands. At one end of the operating floor is a platform that carries the coagulator, which consists of a gravity box and other devices for regulating the amount of sulphate of alumina to be used. This box is supplied with the coagulant by gravitation from two wooden tanks placed on a platform above.

To wash the filters the flow of water from the subsidence tanks is stopped and filtered water is pumped by the main engines from the clear-water well, reversing the flow of water through the strainer system and sand bed and wholly removing the deposited film and accumulated dirt throughout the entire depth of the filter bed. The filter bed can be considered sufficiently washed when the overflow into the annular space of the outside tank, which is very dirty at the beginning of the operation, has become nearly clear. The whole operation does not take more than 8 to 10 minutes. Immediately after cleaning the effluent is naturally turbid, and for 10 to 12 minutes is allowed to run to waste until the water becomes perfectly clear again.

A gauge fitted to the filters and operated by a float shows when the filters are to be washed.

Sulphate of Alumina Used as Coagulant.

The substance employed for the coagulation of the inflowing water is sulphate of alumina, a weak solution of this salt being added automatically as the water enters the subsidence tanks. The sulphate of alumina reacts with the calcium bicarbonate present in the water, and gelatinous, insoluble hydrate of alumina is precipitated. As it is formed it incloses the organic and inorganic substances suspended in the water. The coagulated flakes gradually fall to the bottom of the subsidence tanks. Such of the finer flakes as enter the filter are retained by the filter bed and form a filtering medium on the surface of the sand. The carbonic acid rendered free by this process escapes and is largely dissolved in the water.

The only chemical change to be found in the filtered water is a slight increase in the permanent hardness. The coagulation with sulphate of alumina does not add any injurious substances to the water. The time allowed for coagulation and subsidence is about 9½ hours.

The filters have the following advantages: They possess exceptional ability to treat very turbid water and completely remove color and bacteria. They occupy a very small area and can be protected from weather. They are rapidly and easily cleaned and reduce the subsidence-reservoir capacity to a minimum.

An International Congress of Viticulture will be held in San Francisco July 12-16.

STATISTICS OF THE WORLD'S COTTON SUPPLY.

Instructions which have been sent to American consular officers this year calling for more systematic reports on the cotton industry and production will make available for the use of American cotton interests, it is expected, a wider range of facts regarding the supply of this staple abroad than has been possible in previous years. The foreign reports, covering both consumption and production, are ordered to be sent, respectively, by telegraph and mail. Monthly telegraphic statements from certain countries are intended to provide accurate information as to the number of cotton spindles in operation, the mill consumption of cotton during the month reviewed, cotton on hand in 500-pound bales, and cotton goods on hand, the statistics covering both the current and the preceding year.

The reports on cotton production have been required by mail from the consular representatives at Alexandria, Egypt; Bombay, India; Callao, Peru; Moscow, Russia; Rio de Janeiro, Brazil; and Shanghai, China. Only one crop report has been asked for from each of these six cities, unless later developments in the crop situation should necessitate supplementary statements. The figures in each case are expected to cover acreage planted for 1915 in the country under review, estimated yield, and the yield for the preceding year.

In this country no other crop is being handled by the Government, from the statistical standpoint, in so exhaustive a manner as cotton, which has been the subject of increasingly elaborate statistics collected by the Bureau of the Census in the Department of Commerce. All of the nearly 900 counties in the United States in which ginning is conducted have been canvassed regularly by agents of the Government in person, and within the past few years the service of the bureau in disseminating the information obtained has been steadily extended. The bureau has 40,000 names on its mailing list in sending out this information, and the knowledge afforded as to the amounts of cotton ginned and the quantities consumed and held in cotton-consuming establishments and in public storage places aids the producer in disposing of his cotton and in planning for the succeeding crop as well as the manufacturer in planning for his purchases of supplies.

Few countries have provided adequate systems of determining the production and consumption of this textile material. The foreign data used, therefore, have been from miscellaneous sources and obtained by correspondence. Consular reports have contained a portion of the information. In the future the uncertainty that has existed in some respects in the past will be minimized.

The Governments of India, Egypt, and Russia compile and publish estimates of acreage and production from time to time during the season, and it is said that the Indian Government proposes to establish a system of enumerating the bales at the presses. There has been a growing demand for the collection in other important cotton-producing and cotton-consuming countries of information regarding the staple similar to that compiled for the United States. Its value is emphasized by the fact that a very large proportion of the crop in this country is consumed in foreign countries.

In the gathering of statistics for the United States there has been a rapid development under the direction of the Bureau of the Census.

Figures for the production of cotton, as determined by mail returns collected from the individual ginneries for the crops of 1899, 1900, and 1901, were considered so satisfactory that in 1902 permanent provision was made for collecting these statistics. Congress provided for the employment of local agents whose duty it was to canvass the ginneries by personal visits.

Instead of one report, as in previous years, three were received on the crop of 1902. The following year and in 1904 the number was increased to 6, and since that period there have been 10 at specified dates during the year. These are practically semimonthly during the several months to be considered, and each is published a week from the time to which the figures relate. The Government also provides for the collection of other facts connected with this industry.

Instructions issued by the bureau call upon each agent to make personal visits to the establishments and, if practicable, confer with the owners or managers and make sure that every ginny, both public and private, every concern which uses cotton or linters, and every place where cotton is stored for the public is reported and that the quantities returned represent the full operations for the period covered.

Each canvassing agent is given one week in which to visit the ginneries and secure the reports for his district. On the last day of the week's period the agent telegraphs to the Bureau at Washington his summary of the number of bales ginned. On the following morning these summaries are added and the results given to the public at 10 o'clock.

At the time of telegraphing the agents are required to mail the individual returns of the ginneries which they have collected and used in preparing their summaries. This affords a valuable check on the statistics of the report, as the returns are examined and added in the bureau and necessary revisions made in the figures in the published preliminary reports. The law provides that the statistics shall show the quantity ginned from each crop prior to September 1, September 25, October 18, November 1, November 14, December 1, December 13, January 1, January 16, and March 1.

The Bureau of the Census is also required to collect and publish monthly reports of the quantity of raw cotton consumed in manufacturing establishments of every character, the quantity of baled cotton on hand in such establishments and in public storage places, the number of active consuming cotton spindles, and the quantity of cotton imported and exported, with the countries of origin and destination. These are issued about the 14th of the succeeding month. Three reports of cotton seed crushed and linters obtained to specified dates are also collected.

The desire to supplement this elaborate machinery with more detailed reports from abroad is based upon the fact that, next to corn, cotton is the most valuable crop grown in the United States, and that in its unmanufactured condition it is, under ordinary circumstances, the largest single item of export. With statistics of the most valuable sort covering the entire cotton world, the industry will be afforded a most scientific basis, commensurate with the large interests involved.

CONSTRUCTION WORK ABROAD.**ARGENTINA.**

[Commercial Attaché Albert Hale, Buenos Aires, May 12.]

Railway Improvements and Construction.

The London directorate of the Buenos Aires Western Railway has been able to float a loan that has for its purpose certain improvements on their line. Approval is given to the plan of electrifying the suburban lines and continuing the construction of the underground tunnel that is to connect the station at 11 de Setiembre with the port of Buenos Aires.

The proposed railway from Rosario to Rufino will pass through one of the richest and most populous areas of the Province of Santa Fe and is intended to place this area in direct contact with the port of Rosario on the Parana River, next to Buenos Aires the most important port of the Republic. The estimated cost of this line is \$20,000 gold per kilometer (\$32,200 per mile), or \$6,000,000 gold complete, including track, rolling stock, stations, etc. In Rufino this railway connects with the Ferrocarril del Pacifico of the same gauge, and will, under the law, enjoy privileges of intercommunication, so that much of the western part of the Republic is placed in touch with the new line. It is to be noted that the proposed railway, being built altogether within the Province of Santa Fe, is not subject to interstate regulations. National law 5315 permits the free introduction of all materials for this railway until the year 1947. In addition, branches may be developed within the Province of Santa Fe, as circumstances may suggest. This railway traverses land already under cultivation, for the products of which the farmers are desirous of an outlet. Moreover, within a relatively short distance of the line there are large areas little populated and cultivated, which could be purchased at a moderate price, with the prospect of increased value as the line is extended. Practical steps had been taken to develop and construct this railway up to the time of the European war, but that crisis compelled the withdrawal of capital, and consequently the enterprise is now upon the market. The concession will, however, be extended.

New Railway in Santa Fe Province.

The maximum cost of construction of the proposed narrow-gauge railway in Santa Fe Province, from Reconquista to Hortin Tostado, is estimated at \$15,000 gold per kilometer (\$24,000 per mile), or \$3,000,000 gold altogether, including construction, rolling stock, stations, etc. Communication is to be made at Hortin Tostado, in connection with the North Central Railway (Ferrocarril Central Norte), a Government line, to the frontier of Bolivia, passing through the Provinces of Santiago del Estero, Tucuman, Salta, and Jujuy. National law 2873 gives authority to make connections with all railways of the same gauge along the route, although the projected line will not lose its character of being altogether under the jurisdiction of the Province of Santa Fe. According to national law 5315, all material for the construction of the line can be introduced free from customs duties until the year 1947. Branch lines may be constructed as conditions may indicate. This railway will pass through large quebracho forests, from which this valuable wood can be carried more

economically than hitherto to general markets. It will also touch certain areas of the Provinces of Jujuy, Salta, Tucuman, and Santiago del Estero, which at present are cut off from communication with the main centers of consumption. It is possible that at the port of Reconquista (on the Parana River), a frigorifico (refrigerating plant) could be constructed, to take care of the local supply of cattle, especially from the Province of Corrientes.

Water-Supply Extensions—Public Market.

A company already operating has agreements with several small municipalities in the Province of Buenos Aires for supplying them with electric light and power. These plants are in active operation and yield a favorable return on the money invested. This same company has extended its operation to include the supply of water to these or similar municipalities. Several concessions have already been granted, which are practically guaranteed, under the requirement by the municipality that property owners must take and pay for water delivered to them through the mains of this company. The amount of money returned in water taxes to the company is more than enough to pay all expenses and a proper interest on the investment. This business can be extended from municipality to municipality as the operation in one place proves a success. When these contracts are let there will be an opportunity for selling construction material.

The municipality of Avellaneda lies across the Riachuelo from the city of Buenos Aires, and is practically a continuation of that city, the boundary line being only a technical distinction between the two. There seems to be great need for a market in this locality, and a concession has been granted for 20 years, renewable under certain conditions, for such a modern institution. Avellaneda has 160,000 inhabitants, and there are contiguous to the proposed location of the market 60,000 inhabitants in Buenos Aires itself. Plans have been worked out for the construction of this market. At present it can be built at a cost estimated at 25 to 30 per cent less than would have been possible a year ago, owing to the fall in the price of material and land. The projectors claim that with almost a certainty a high return would be given on the money invested.

ARGENTINA.

[Consul William Dawson, Jr., Rosario, May 28.]

A Dredging Contract.

A decree published in the Boletín Oficial of May 24, 1915, approves the contract entered into by the Dirección General de Obras Hidráulicas and the Compañía General de Obras Públicas, Calle Bernardo de Irigoyen 330, Buenos Aires, for dredging the waterways leading to Victoria situated opposite Rosario in the Province of Entre Rios. Victoria is at present in communication with both Buenos Aires and Rosario by water and can also be reached by rail from both cities over the Entre Rios lines. The Parana River is a network of channels, for the most part not navigable, and Rosario and Victoria are separated by a maze of islands which make communications difficult, especially in low water. Launches require from 8 to 10 hours to go from one city to the other.

The contract made with the Compañía General de Obras Públicas provides for the expenditure of approximately \$98,000 in dredging the Piaggio Cut between Timbo Blanco and Barrancoso and the so-called Parana Viejo which connects the Parana River with the Riacho Careaga. Work is to be commenced within 30 days from the approval of the contract and terminated by September 30, 1915.

CANADA.

[Consul Charles Forman, Moncton, Canada, June 22.]

Municipal Bonds for Public Improvements.

The municipal bond issue of the city of Moncton for \$178,000 has been taken by a Montreal, St. John, and Halifax firm at 98.059. It was at first intended, as published in *COMMERCE REPORTS* for February 24, 1915 (Foreign Trade Opportunity No. 15766), to issue only \$125,000 worth of these bonds, but the amount was increased to \$178,000. The city treasurer had some correspondence with American bond houses in regard to the issue, but none of them submitted a bid.

The bulk of the bonds will be for \$1,000 each, with a few at \$500. They will bear interest at 5 per cent per annum. The time of maturity is not yet determined.

The purposes to which the proceeds of the bonds are to be applied, as stated in the notice of application for legislative authority, are extensions to water system, \$75,000; city building and market, \$75,000; extensions to sewer systems, \$11,000; permanent sidewalks, \$15,000; additions to No. 2 fire station, \$2,000; total, \$178,000.

[Consul General Evan E. Young, Halifax, Nova Scotia, June 25.]

Less Building Work—Modern Apartment House.

The value of the building work undertaken in Halifax during the current year shows a decrease of about \$100,000 in comparison with the total for the like period in 1914, when the figures were \$485,638. Practically all of the work undertaken so far this year has been confined almost entirely to residences and dwellings.

Plans for a modern apartment house are being prepared and call issued for a building of pressed brick, with granite trimmings, to contain 21 suites of high-class apartments. The plans, which will be out about July 10, are being prepared by Architect Walter J. Bush, 60 Bedford Row, Halifax.

[Consul Samuel C. Reat, Calgary, Alberta, June 10.]

Contract for Grain Elevators Let.

The Farmers' Cooperative Elevator Co. (Ltd.), of Calgary, has just let contracts for the building of 10 grain elevators in Alberta. The Christian Community of Universal Brotherhood, of Brilliance, British Columbia, has been awarded the contract for the erection of nine elevators in the following towns: Lavoy, Vermilion, Morrin, Huxley, New Norway, Traverse, Emchant, Lomand, and Sedgewick. The cost of each elevator will average about \$6,700.

The Christian Community of Universal Brotherhood belong to the Doukhobor sect, that peculiar religious communal society that has prospered in British Columbia. The Doukhobors immigrated to Canada about 10 years ago from southern Russia.

Rogers Brothers of Calgary were awarded the contract for one elevator at Aldersyde.

With the completion of these contracts the Alberta Farmers' Co-operative Co. will have a total of 88 elevators.

[Consul Henry P. Starrett, Fort William, Ontario, June 24.]

Six-Story Apartment House.

Mr. John King, a local capitalist, purposes to build this summer a modern 6-story apartment house in this city, the approximate cost of which will be about \$130,000. The outside construction will be of stone and pressed brick, and the interior equipment will consist of an electric passenger elevator, steam heat from a central plant, electric ranges and fireplaces in every apartment.

[Consul Felix S. S. Johnson, Kingston, Ontario, June 28.]

New Bank Building—Match Factory.

Material will be purchased for work about to start on a 3-story Bank of Commerce building in Belleville, Ontario, by the Dominion Realty Co., 34 King Street, West Toronto.

A match factory with a capitalization of \$125,000 is to be built by the Rathburn Match Co., at Deseronto, Ontario.

[Vice Consul R. M. Newcomb, Victoria, May 31.]

Sooke Lake Water Supply Opened at Victoria.

On May 29 the Sooke water works were opened by Victoria officials. The lake has a storage capacity of 5,555,000,000 imperial gallons. By utilizing the Leech River watershed and constructing a 45-foot dam at the first narrows, the storage capacity may be raised to 17,360,000,000 gallons. A 42-inch concrete flow line 144,040 feet in length connects Sooke Lake with Humback reservoir, which is connected with the city by a 36-inch steel riveted pipe 56,677 feet in length. The reservoir capacity is 136,000,000 gallons. The cost of the new system will be about \$2,500,000.

[Dominion Government Labor Gazette, Ottawa.]

General Construction Notes.

The Bathurst, New Brunswick, Town Council has decided to issue \$75,000 in bonds for installing a water and sewerage system.

The St. Hyacinthe, Quebec Province, Council has voted \$38,000 for street paving. It has also decided to finish constructing cement sidewalks.

The contract for erecting the new City Hospital, Hamilton, Ontario, has been awarded to James Frid Co. at \$90,529 for brick and stone work and general construction. [Plans for this building were mentioned in COMMERCE REPORTS for Feb. 16, 1915.]

Peterborough, Ontario, will build a pumping station in connection with the sewage disposal plant.

CHILE.

[Consul Thomas W. Voetter, Antofagasta, May 28.]

Municipal Improvements at Antofagasta.

Shortly before the outbreak of the European war the city of Antofagasta succeeded in placing a loan in England for the sum of

\$200,000 (\$973,300). The law authorizing this loan prescribed that the sum to be obtained should be expended as follows:

(1) £136,000 (\$661,844) in pavement of streets and sidewalks, tree planting, and other accessory works; (2) £30,000 (\$145,995) in constructing a model market; (3) £20,000 (\$97,330) in lengthening, putting in good order, and pavement of Avenida Brazil up to the Club Hípica; (4) £4,000 (\$19,466) in constructing buildings for and installation of public municipal services at Mejillones; (5) £8,000 (\$38,932) in constructing crematory furnaces for garbage, in the acquisition of modern means for the removal of garbage, the sweeping of the streets and their watering, and in construction of quarters and stables for street-cleaning police; (6) £2,000 (\$9,733) in the construction of bathing places, both improved and free.

The expenditure of the proceeds of the loan is placed in the hands of a board termed "La Junta Administrativa del Empréstito." The intendente (governor) of the Province of Antofagasta is presiding officer of this board. Its head office is at Antofagasta.

Status of Construction Work.

At present the contracts for paving the streets have been let and the work has just begun. The streets near the docks and railroad station, where traffic is heaviest, will be paved with hard stone blocks. The next section, comprising streets in the retail section of the city, will be paved with bitulithic concrete. Streets farther away from the water front, and those where the grade is more than 2 per cent, will be paved with macadam. The Avenida Brazil will also be paved with macadam. [Reserved information concerning the macadam paving contract may be had from the Bureau of Foreign and Domestic Commerce, Washington, D. C.]

The contract for the bitulithic pavement was awarded to the City Street Improvement Co., of San Francisco, Cal., and the asphalt to be used will be imported from the United States. This company has its plant ready for operation. The contracts for the other pavement, as well as that for furnishing and setting the curbing, were awarded to local bidders.

The site for market building has been selected, but no contract for this has been let. The improvements at Mejillones will be largely in the nature of buildings to house local civil offices. No contracts have been placed so far for the garbage crematories nor for the baths.

In connection with the laying of the sidewalks the Junta Administrativa del Empréstito has decided to construct conduits under these sidewalks and to require that wires for telephones, electric light and power, etc., be placed underground. These conduits will be built of masonry under supervision of the Junta.

Water Connections.

The Junta has also decided that connections from water mains in the streets to the consumers' installations should be of lead pipe instead of galvanized iron. This will increase the consumption of lead pipe. The municipality furnishes salt water to houses for sanitary purposes and is now using lead pipe. The potable water is supplied by the "Ferrocarril de Antofagasta a Bolivia."

In connection with the supply of materials to be used by the companies to occupy the conduit under the sidewalks the names are here given. Telephones: Empresa de Telefonos, Jeronimo Yanvitch. Electric light: Compañía de Electricidad de Antofagasta.

Plans for Electric Street Car Line.

The concession granted a long time ago for the operation of animal-drawn tramcars has expired and the company has been ordered to remove its tracks from the streets which are to be paved. This will leave Antofagasta without a street railway service. A concession authorizing electric street service has been granted, and attention is called to the opportunity for the investment of capital in such an enterprise.

With reference to the street railway, some of the promoters have tried to obtain capital in Europe, but without success, owing to the present abnormal conditions. The concession already granted is for only 10 years. The grantee of this recently endeavored to obtain a period of 15 years additional, but the extension has not been granted by the National Congress at Santiago. Should a concession with long enough period be obtainable, the enterprise should be attractive to capital.

DUTCH WEST INDIES.

[Consul H. C. von Struve, Curaçao, June 1.]

Harbor Contract Work for Curaçao.

The work of widening the entrance to the harbor in Curaçao has heretofore been carried on by the local government. It is probable that a change will be made and bids for the completion of the work will be called for from contractors. As yet the consent of the home Government (The Hague, Netherlands), which is necessary, has not been granted, but it has been applied for by the local authorities.

Specifications of the work to be done, as furnished by the Director of Public Works in Curaçao, are forwarded [and will be furnished on application to the Bureau of Foreign and Domestic Commerce and its district offices]. A map showing further details of the work will be forwarded as soon as obtainable, having been promised to be delivered before the end of the week.

Communications in regard to the work should be addressed to the Director of Public Works, Curaçao, W. I., and may be written in the English language.

[Detailed plans for the Curaçao Harbor works were given in Daily Consular and Trade Reports for Apr. 25, 1912, Nov. 23, 1912, Aug. 4, 1913, and Apr. 20, 1914.]

INDIA.

[Vice Consul John Stuart Hunt, Calcutta, May 7.]

A New Indian Railway.

The Kalighat-Falta Railway Co. has organized with a capital of 1,700,000 rupees (\$551,536) for the purpose of completing a 26-mile railway on a 2½-foot gauge from Kalighat to Falta, Bengal. The line will be constructed and worked by Messrs. McLeod & Co., Calcutta, as managing agents under a board of directors and subject to close Government supervision. The line will run through one of the most densely populated parts of Bengal, the density of population being more than 1,100 per square mile. This is more than double the average density of Bengal, which is 551 per square mile.

The only present means of passenger transportation is by hackney carriage or on foot, and as the usual fare on Bengal light railways

is 4 pies (\$0.0067) per mile, and judged by the third-class passenger traffic on other railways in India, the passenger traffic is expected to yield at least 6 per cent on the capital invested.

Almost every foot of the ground through which the line runs is under cultivation, and the only means of transportation heretofore has been the bullock cart, therefore it is estimated that the freight traffic will be immense.

NEWFOUNDLAND.

Extensive Industrial Works.

Further details regarding the \$21,000,000 enterprise referred to in COMMERCE REPORTS for June 10 are contained in a report submitted by Consul James S. Benedict, of St. Johns. In addition to outlining more fully the construction work to be undertaken by the Newfoundland Products Corporation (Ltd.), Consul Benedict also supplies the names of the directors of the company and of the engineers who prepared the survey and plans. The report in its entirety may be inspected at the Bureau of Foreign and Domestic Commerce and its branches, or the list of names mentioned may be obtained upon application to these same offices.

PANAMA.

[Vice Consul Frederick L. Herron, Colon, June 20.]

New Artificial Gas Plant in Colon.

Mr. S. P. Vecker, manager of the Key West Gas Co., Key West, Fla., has arrived on the Isthmus of Panama to arrange for constructing a gas plant in the city of Colon. From the plant in Colon it is expected to pipe the gas across the Isthmus to the city of Panama. Mr. Vecker represents Starr & Reed, Morris Building, Philadelphia, Pa., who expect to start work on the new plant about the last of September, 1915.

PARAGUAY.

[Review of River Plata, May 14.]

A Railway Concession.

It is expected that the Congress of Paraguay will shortly approve a concession for the construction of a railway from Concepcion to Horqueta and to Pedro Juan Caballero.

PHILIPPINES.

[J. F. Boomer, correspondent, Manila, May 22.]

Forestry College Building.

A building for the College of Forestry is to be erected in the near future at Los Baños by funds appropriated by the last legislature. The building will be of reinforced concrete and will cost \$5,000.

A bridge costing \$10,000 is to be constructed over the estero separating Calle David and the corner of Plaza Goiti, near the Santa Cruz Bridge. This will greatly relieve the press of traffic that now crowds the upper end of the Escolta and the bridge leading from that thoroughfare to Plaza Goiti. This section has been badly congested ever since the destruction of one span of the Bridge of Spain, which made it necessary for all street-car traffic to pass over the Santa Cruz

Bridge. The restored Bridge of Spain does not allow the passage of street cars. At present the street cars and all other vehicles approach the Santa Cruz Bridge across Plaza Goiti. The proposed new bridge over the estero will allow vehicles to approach the Santa Cruz Bridge incline from a new direction and so greatly lessen the congestion. Mrs. Trinidad Ayala de Roxas, widow of Pedro P. Roxas, has offered the city \$5,000 toward the cost of the new bridge, the structure to be named in honor of her deceased husband.

URUGUAY.

[Review of River Plate, May 14.]

Railway Construction Award.

Proposals were officially received on May 4 for the construction, on account of the Uruguayan Government, of the short branch line to the Tablada. There were three proponents, the Central Uruguay Railway Co., Mr. J. Storm, and Señor Victor Soudriers, ex-minister of public works. The offer made by the Central Uruguay has since been accepted and the line is expected to be complete before the end of the current year.

INCREASED PRICES AT SWEDISH PORT.

[Consul Emil Sauer, Goteborg, June 9.]

In discussing the rising prices of necessities a local newspaper states that during March whole milk was 20 per cent dearer than it was in March, 1914, hand-skimmed milk, 12.5 per cent higher; separator-skimmed, 14.3 per cent; yellow peas, 96.7 per cent; wheat flour, 33.3 per cent; unsifted rye meal, 70; sifted rye flour, 60; fresh pork, 36.8; salted pork, 44; house coal, 66.7; vegetable margarine, 29.7; eggs, 38.5; potatoes, 60; brown beans, 122.7; oatmeal, 54.3; dry rye cakes, 32.4; soft rye bread, 28.6; and salt fish, 18 per cent.

During April prices continued to advance. In comparison with March of last year the increase for flour amounted to 40; for unsifted rye meal, 80; for sifted rye flour, 68; for dry rye bread, 46; for fresh pork, 48; and for salted pork, 52 per cent. Beef showed also an increase—for steak, by about 30 per cent; for soup, by about 35 per cent; for veal of young calves, nearly 20 per cent; and for veal (steak) of fattened calves, by nearly 30 per cent. To this can be added the fact that the prices of coffee have commenced to go up, and the municipal gas works have been compelled to raise considerably the price of coke. Continuing, the journal referred to, said:

There is no reason for supposing that there will be any price reductions while the war is going on, at least not on this side of the new crop. To the contrary, there are signs in the rural districts indicating that the supply of beef and pork will be diminished to such an extent that the prices of these articles will be still higher. The failure of the crops of spring grain, straw, and hay last year, in connection with the exceedingly high prices of cattle feed, has caused a great reduction of the live stock, so that only very high prices of meat can induce the farmers to further reduce their stock of cattle now since pasture is available. It is further reported that the present stock of hogs in this country is only one-half as large as last year. As the war has caused a rise in the prices of nearly all raw materials, the manufacturing costs of pretty nearly all industrial products have also gone up, and the prices of such articles have been raised accordingly.

NOTTINGHAM'S MUNICIPAL GAS PLANT.

[Consul C. M. Hitch, Nottingham, England.]

In 1874 the corporation of Nottingham acquired the plant of the Nottingham Gas Light & Coke Co., a private company, that had been supplying this city and surrounding district since 1818. At the time of the transfer from private to municipal ownership the price of gas was \$0.75 to \$0.92 per thousand cubic feet, varying according to the district, while the present prices range—

For all purposes other than for power and "gassing"—if the consumption be under 1,000,000 cubic feet per quarter year, \$0.60; 1,000,000 to 4,000,000 cubic feet per quarter year, \$0.54; over 4,000,000 cubic feet per quarter year, \$0.52. For power purposes—under 500,000 cubic feet per annum, \$0.44; 500,000 cubic feet and upward per annum, \$0.36. For "gassing" purposes—for any quantity consumed, \$0.48. ["Gassing" consists of singeing off the loose fibers from thread, cloth, etc., by means of a gas flame.]

These prices are soon to be increased $12\frac{1}{2}$ per cent [see **COMMERCE REPORTS** for June 23, 1915].

Prepayment Rate—Annual Production of Gas.

The above scale of charges does not apply to gas supplied through prepayment meters, the charge for which is 80 cents per 1,000 cubic feet, less 2 cents in the shilling (24 cents) rebate, but with a minimum payment per quarter of 1 shilling; nor does the scale apply to districts in which special charges for gas are made under statutory powers.

The territory supplied includes the city of Nottingham and surrounding district, covering a total area of approximately 150 square miles. There are three different plants, all located within the city limits.

During the year ending March 31, 1915, 186,329 tons of coal and 17,463 gallons of oil were carbonized, producing 2,271,561,000 cubic feet of coal gas and 6,445,000 cubic feet of water gas. The gas unaccounted for during the year was 96,390,600 cubic feet, or 4.23 per cent, as compared with 81,573,300 cubic feet, or 3.50 per cent, for the previous year.

Receipts and Expenditures.

Sales of gas during the year to ordinary consumers totaled 1,530,267,500 cubic feet and to prepayment consumers 544,374,300 cubic feet, public lamps used 106,973,600 cubic feet, making the aggregate consumption 2,181,615,400 cubic feet. These figures indicate a decrease of 69,687,300 cubic feet, or 3.1 per cent, in comparison with the figures for the preceding year.

The receipts for gas sold during the year ended March 31, 1915, amounted to \$1,294,416, or \$37,389 less than in the preceding twelve-month. The total income for the year was \$1,788,517; expenditures, \$1,155,469. After taking into consideration a small balance brought forward from last year, and deducting interest on capital, contributions to sinking funds, and placing \$12,500 toward the purchase and repair of stoves, there remained a balance of \$398,540 at the disposal of the Nottingham Town Council. Of this sum \$189,793 was applied

toward reducing the taxes of the city, \$145,995 was placed aside for renewal of works and plant, and the balance carried forward.

Part of Profits Applied to Reduction of Taxes.

The quantity of gas sold and the sums applied by the corporation toward reducing the rate of taxation during the past 12 fiscal years were:

Year.	Gas sold.	Relief of rates.	Year.	Gas sold.	Relief of rates.
	<i>Cubic feet.</i>			<i>Cubic feet.</i>	
1904	1,967,326,000	\$137,722	1910	1,960,618,000	\$170,327
1905	1,855,130,000	131,396	1911	2,006,425,000	155,728
1906	1,917,696,000	131,396	1912	2,050,101,000	189,793
1907	1,927,953,000	131,396	1913	2,168,652,000	189,793
1908	1,995,781,000	148,996	1914	2,251,302,000	189,793
1909	1,980,417,000	150,861	1915	2,181,615,000	189,793

It is notable as marking the growing efficiency of the municipal gas plant that the quantity of gas sold per ton of coal carbonized rose from 9,549 cubic feet in 1904 to 11,675 cubic feet in year ending March 31, 1915, and that the contribution to the reduction of taxes ("relief of rates") has also steadily increased, although the average price of gas has been lowered from 62 cents in 1904 to 52 cents per thousand cubic feet in 1915. During this same period the number of meters in use has grown from 59,348 to 82,925.

Increasing Use of Gas for Industrial Purposes.

The employment of gas for industrial purposes continues to increase, and at present 857 gas engines are in use in this city. This may be attributed to the low price of gas and to the ample pressure and abundant supply to be had at all times.

The Nottingham Corporation Gas Department has no statutory rights of inspection or supervision of internal fittings, but as it has introduced a system of bonuses to plumbers and hardware men who may succeed in obtaining orders for gas fires, radiators, and other appliances it takes the opportunity to inspect the fittings and connections before paying the bonus, which varies from \$0.25 to \$5 per contract, according to the kind and nature of the work.

During the year ending March 31 last 34,114 cookers were in use in this city. Of this number 9,700 were rented from the gas department by consumers who pay their accounts quarterly and 23,656 were supplied free under the prepayment or coin-in-the-meter system. (The rented cookers may be purchased outright if desired.)

Salesroom for Latest Appliances.

The gas department maintains a large salesroom in this city, where all of the latest patterns of cookers, grillers, small breakfast cookers, hot plates, boiling burners, gas fires, geysers, copper utensils, boilers, and greenhouse heaters are sold. The accompanying catalogues [which may be inspected by interested American firms at the Bureau of Foreign and Domestic Commerce or its branch offices] show the various kinds of cookers, gas appliances, etc., handled, and the selling prices of same. These prices have been slightly altered since the outbreak of the war, and the following increases have been made: On gas fires, 2½ per cent; all gas appliances (grillers, boiling burners, hot plates, small breakfast cookers, irons, etc.), 11 per cent; all

copper goods, including boilers, 10 per cent; greenhouse heaters, 2½ per cent.

Gas mantles and anything in connection with fittings are also sold, but to the trade only. No descriptive catalogues or price lists relating to these are obtainable, but inverted and upright mantles are sold to the trade for \$1.08 per dozen, while the prices of globes and fittings vary according to size and character.

By-Product Plants.

The question of by-products is an important one in connection with the local gas works. The by-products recovered in 1914 included 82,221 tons of coke (for sale), 11,490 tons of tar, and 30,370 tons of ammoniacal liquor (10-ounce strength).

At the Giltbrook Chemical Works, a plant maintained in this city by the gas department for tar and acid products, 9,716 tons of tar were distilled and yielded 56,404 gallons of crude naphtha, 70,786 gallons of redistilled light oil, 12,972 gallons of crude carbolic, 3,080 gallons of black varnish, 554,510 gallons of creosote, 27,465 gallons of brick oil, 5,521 tons of pitch, 106 tons of naphthalene, and 586 tons of ammoniacal liquor (10-ounce strength). In addition, 134,789 gallons of crude tar and 37,525 gallons of creosote were used for the manufacture of 172,314 gallons of specially prepared tar for road making and spraying purposes.

These chemical works were also used for the manufacture of 2,888 tons of sulphuric acid (100 per cent) and 1,590 tons of oxide of iron for purification purposes. At another works of the gas department the equivalent of 32,092 tons of 10-ounce ammoniacal liquor was distilled during the year, which produced 2,395 tons of commercial sulphate of ammonia.

Income from By-Products.

All these by-products are sold by the gas department to other municipal and county departments, local firms, and exporters; the latter principally purchase the sulphate of ammonia, which is shipped to all parts of the world. The various products are sold at the prevailing market prices and the proceeds applied toward the maintenance of the gas department. The following is a comparison of the receipts gained from the sale of by-products for the last two years:

By-products.	1914	1915
Coke and breeze	\$234,512	\$212,364
Tar and its products	108,684	105,058
Sulphate of ammonia	109,442	98,396
Refuse lime, etc	6,404	5,528
Total	459,042	421,336

The markets for coke, pitch, sulphate of ammonia, and other residuals, save creosote, were most unsatisfactory during the last nine months of 1914, but have improved since January, 1915, with the exception of pitch. The market for pitch is weaker than for many years past, which is expected seriously to affect the Nottingham gas department's profits for the current year. This is due to stoppage of shipments to France and Belgium, and such vast stocks are accumulating at tar distilleries that normal prices can not be expected until long after the termination of the war.

MEAT AND DAIRY PRODUCTS IN AMERICAN TRADE.

Imports of meat and dairy products into the United States in the 10 months preceding May 1 last were three times the value of those for a like period two years ago and seven times those of the entire fiscal year 1905. This movement first assumed large proportions in the fiscal year 1914, following the transfer of meats to the free list. Very recent months, however, have reversed the upward trend, since February, March, and April show much smaller imports than in those months of last year or when compared with earlier months of the current fiscal year.

In the 10 months ending with April imports of meat and dairy products aggregated 38 million dollars in value, meats representing two-thirds of the total. In 1913-14 the same months gave a total of 28 million and in 1912-13, 12 million dollars. Prior to 1910 the total never reached 10 million dollars, having been 5½ million in 1905 and 2 million in 1895.

Our imports of meats are mainly supplied by Argentina. Ten months of the current fiscal year brought 112 million pounds of fresh beef and veal from Argentina and from 10 million to 15 million pounds each from Canada, Uruguay, Australia, and the United Kingdom.

The United States still exports far more meats than it imports, for although there have been record-breaking arrivals in the last two years, exports have been even larger. Returns for 10 months indicate that the value of meat and dairy products exported this year will once more attain the 200 million dollar level that marked the decade prior to 1909.

A study of the official figures shows that while the imports have consisted chiefly of beef and mutton in the primary stages of preparation, the exports have included considerable quantities of bacon, hams, lard, canned and preserved meats, and other meat products in a more or less advanced state.

In fresh beef there is now a large movement both into and out of the country. The large outward movement, however, is a development of recent months. Over 25 million pounds of fresh beef were exported in April and more than 100 million pounds in the period from August 1, 1914, when the European war began, to the end of April, 1915, while the aggregate for the three-year period ending June 30, 1914, was only 29 million pounds.

It is also apparent that the United States pays less for the meats which it buys than it receives for those it sells. In April we imported 8½ million pounds of fresh beef, valued at 9½ cents per pound f. o. b. countries of origin. In the same month we exported 25½ million pounds, valued at 14 cents per pound at the domestic ports of shipment. For the 10 months ending with April, 1915, the imports and exports were 165 million and 102 million pounds, respectively, valued at 9½ cents per pound for the imports and 12½ cents per pound for the exports.

A Bureau of Labor has been established at Winnipeg by Manitoba Province.

TRADE CONDITIONS AT NEW CHINESE OPEN MART.

[Consul General P. S. Heintzleman, Mukden.]

Permission was granted in 1914 to open the mart of Liao Yuen Chou (Chengchiatun) at the request of the civil governor of Fengtien Province, who held that since Taonanfu has been opened to foreign residence and trade [see COMMERCE REPORTS for Apr. 17, 1915], Liao Yuen Chou should be opened likewise. Liao Yuen Chou is one of the seven marts in Inner Mongolia, Northern Chihli, and Eastern Shengking which China declared would be opened independently "by itself" to foreigners. This region is also interesting as being in eastern Inner Mongolia, where Japan is now seeking preferential rights, including residence, trade, and land ownership.

Whether the place will prove suitable for a treaty mart or not depends in great part upon the volume of water in the Liao River, as the town is one of the gateways of Taonanfu for products to be exported by river to the seaboard. If the proposed railway from Ssuping kai to Taonan is constructed, it will pass through Liao Yuen and add to the importance of this place. It is estimated that there are now about 3,500 buildings and a population of 35,000 scattered throughout the district.

Site for the Foreign Settlement.

The town does not consist of the usual Chinese walled city with surrounding suburbs. Such streets and public thoroughfares as exist are uneven and precipitous, and the houses and market places are greatly in need of improvement. As the Liao River runs only a little more than a half mile to the west, in time of flood small boats may navigate the public thoroughfares.

Difficulty has been encountered in finding a suitable place for an international settlement, owing principally to the fact that centrally located tracts are unobtainable. Tracts that otherwise might serve are so far from the market place that the future growth of the settlement would be retarded. After much effort a piece of land containing $2\frac{1}{2}$ square miles and situated on the bank of the river to the westward of Liao Yuen was selected for an international settlement. This is high land and its location affords facilities for transportation.

Commerce—Labor and Wages—Transportation.

The staple articles of trade are foreign piece goods and native spirits. As the Mongols are the principal purchasers, in order to conduct business successfully it is essential that a merchant should have a good knowledge of the Mongolian language. The merchants and storekeepers are without exception Chinese, who barter their wares for Mongolian products, such as hides and hair.

The Liao Yuen district covers a wide area, but the population is comparatively small. What few daily necessities the people require are of outside production, native industries being practically nonexistent. Wages are extremely high. Carpenters, masons, and other artisans command a daily wage of small coin 1 dollar (\$0.35 United States currency), while laborers demand 20 to 24 cents gold, which rises to 35 cents gold during busy seasons.

Although Liao Yuen Chou is situated only 133 miles from Mukden, the journey is one not to be lightly undertaken. The easiest way to

reach the district is to travel by the South Manchuria Railway to Ssuningkai and thence overland for 60 miles. The overland road is the worst imaginable, and it is almost impossible to remain even for a single night in the wretched hovels that do duty as inns. Even during fine weather it is extremely difficult to get a native cart over the road, notwithstanding several draft animals are hitched to it.

Agriculture, Mining, and Forestry.

In years past Liao Yuen was one of the principal live-stock markets of Mongolia. Each autumn a great fair was held and thousands of horses, cattle, and sheep were brought to this place for sale. During recent years the depredations of bandits have greatly restricted the sale of animals at the yearly fair. In spite of this, cattle raisers from near-by localities continue to dispose of their animals here as formerly. The breeding and rearing of animals constitute the principal occupations of the populace. Lately stock raisers have imported Russian horses, which have been mixed with the native Mongolian stock; therefore the number of pure-bred native horses has greatly diminished. If this continues much longer, there is fear that it will be impossible to obtain true Mongolian horsehair and hides.

Agriculture has proved successful in this district, owing to the richness of the soil. The principal farm products are beans and grains. Bean cake and spirits are largely manufactured.

Although the district is hilly, there are no mountains where mining operations may be carried on. This is due to the fact that the mountains which may possibly contain minerals are considered sacred by the Mongols, and therefore out of reach of mineralogists. Should any construction materials, such as sand or stone, be required for repairing roads, etc., they must be obtained from districts well removed from these mountains.

Contrary to the conditions generally prevailing in Manchuria, trees are not to be found throughout the district except on the slopes of the mountain ranges, in the temples grounds, and in the gardens of large residences.

Duties Collected.

According to the reports of the Liao Yuen Chou tax office, the taxes collected during 1914 amounted to \$86,102 United States gold. Although in the three Manchurian Provinces no tax is levied at the point of destination on goods belonging to foreigners under a transit pass issued by the Chinese Maritime Customs, a further consumption tax of 2 per cent ad valorem is charged in this particular district on all goods imported, whether foreign or Chinese owned. When this place is opened to trade the establishment of a maritime customs station will bring the existing practice to an end.

From this description it will be readily seen that, although Liao Yuen Chou may soon be opened to foreign trade, foreign merchants will be slow to proceed and settle there. This region, however, may in time develop into a field of considerable commercial importance. Though the existing American trade is small, there may be opportunities for the introduction of new products, which can best be accomplished by the establishment of commercial relations with the Japanese firms that are sure to locate here in time.

MOTION PICTURES IN OTHER LANDS.**CANADA.**

[Consul Henry P. Starrett, Fort William, Ontario, May 28.]

The success and steady development of the motion-picture theater in Canada has been, comparatively speaking, as phenomenal as in the United States. The methods of the business, both in the operation of the houses and in the distribution of films, have been placed on a highly efficient basis. Existing theaters have been remodeled, and the tendency in new construction is for more and more elaborate theaters and the very best equipment. As elsewhere, the encroachment of the picture theater upon the field of the "legitimate" stage has become a serious menace to the successful operation of the latter.

Generally speaking, the picture house has withstood the shock of war much better than the vaudeville and regular playhouses. In many of the smaller and to some extent in the larger cities vaudeville and drama have definitely given way to motion pictures. While it is true that some picture theaters have suffered keenly from present-day economic conditions and many have been forced to close their doors for lack of patronage, those that have survived the strain have been well rewarded by the larger attendance resulting from the reduction in the number of operating houses. Naturally these houses are competing very actively for the business—some by offering additional reels, and a few by cutting admission prices. Where a monopoly is enjoyed by one theater, or where an understanding exists between the several houses, the reverse is true, for they have invariably advanced their admission charge to 15 cents and eliminated all extra film features and vaudeville acts.

Reasons for Development in Western Canada—Extent of Business.

In middle and western Canada particularly the great distances between important cities have always constituted a serious obstacle to the successful operation of "legitimate" and vaudeville houses. Principally for this reason, but also because of the picture-theater's appeal to the person of small means, the cinematograph business in western Canada has developed to a wonderful degree, as is amply demonstrated by the elaborate houses constructed and the high order of films shown. The people are literally hungry for some sort of entertainment and the photo play seems to fill the need admirably. The short summer season also contributes materially to the financial success of the picture theater, for even in the hot months the houses are surprisingly well patronized.

It has been estimated that during normal times there were approximately 2,200 motion-picture theaters in active operation in Canada, these having a daily attendance of about 500,000 people. It is very doubtful, however, in view of present-day conditions, whether the number of such theaters now in operation will reach more than 1,500, and it is certain that the attendance has fallen off considerably. As statistics on these matters are practically impossible to obtain, any statement of this nature is largely a matter of guesswork.

Film Distribution and Leasing Prices.

As to the methods of operation of these theaters it can be stated that practically all films are leased from distributing agencies located

at St. John (New Brunswick), Montreal, Toronto, Winnipeg, Regina, Calgary and Vancouver, shipments being made by express daily or semiweekly, as needed. Each agency usually provides a selected list of reels, four of these constituting a "service"; i. e., four different reels per day per week. The usual cost of a "service" is \$40 to \$50 per week, but for "serials" and certain "feature" reels or for first option on new reels on releasing dates in competing cities as high as \$350 per week per "service" has been charged. Most of the business, however, is done by the regular agencies and for regular services.

There are a few speculators who import "rainy" (wornout) European films at bargain prices, and these occasionally find their way to many Canadian circuits. A few good British and European films are regularly imported, but usually the films from the Continent are those that have become "exhausted" and are shipped to the Americas and other countries in which they have not previously appeared.

Probably 95 per cent of the films shown in Canada come from the United States. [Canada's imports of films from the United States, as revealed by official American statistics, were given in COMMERCE REPORTS for Apr. 3, 1915, p. 55.] There is no regular production of films in the Dominion at the present time.

Licenses and Operating Methods.

A board of censors in the capital of each Province passes upon all films shown, and inspectors are employed to see that the rulings of the board are carried out. In Ontario the provincial license fee for picture theaters is \$150 per annum, and if one or more vaudeville acts are shown an additional \$100 is charged. The municipal license fee ranges from \$50 per annum in the towns to approximately \$300 in the larger cities.

Theaters are open in the large cities from 10 a. m. to 11 p. m., the show consisting of four reels and the admission being 10 cents. In the smaller cities the hours are from 2 to 11 p. m., four to six reels being shown for 10 cents. Reels are changed daily, on alternate days, or semiweekly, according to the location and character of the theater. In towns and small cities where competition is not keen the theaters are open only at night and Saturday afternoons, the admission being 15 cents. Whenever vaudeville acts are given with the picture program the admission charges are higher and range in accordance with the number and quality of the acts. Picture houses are invariably closed on Sundays.

Kind of Films in Demand.

Canadian audiences are much like those in the United States in their tastes and preferences for pictures. They do not like "costume" plays, nor are they enthusiastic over "educationals" except in certain centers (suburban or family theaters), but exciting dramas and good comedies are very popular. The "serials" which have become so numerous during the past year were well received at first, but at present the increasing number of such reels has led managers to request their supplying agencies to restrict remittances to not more than one per week. Those houses that enjoy a family patronage or are located in the towns still find a continued interest in these "serials" and continue to use them.

The weekly news films have always excited the keenest interest and are certainly well received. Patriotic films, however, to be successful in Canada should be British in character, for the history and patriotism of other countries hold very little interest to the Canadian, especially at this particular time. The proposal of at least one of the large American service companies to put Broadway stars, famous plays, and best-selling books on their regular photoplay service program without extra charge to the picture theaters has created a favorable impression among Canadian managers, and they are of the opinion that this innovation will prove most welcome to their patrons.

In brief, the most popular films are strong dramas featuring favorite players in the cast, and comedies of exceptional merit. It is the experience among the managers here that the theater that features a Charlie Chaplin or a Mary Pickford subject is sure to be filled to capacity; and this fact demonstrates that good comedy and strong drama are about equally acceptable to the Canadian public, and that most other classes of films hold second place.

French Explanations Sometimes Needed—Duty.

While English explanations on films prove acceptable to the great majority of the Canadian theaters, there are many parts of the Province of Quebec in which only French explanations are successful.

The Canadian customs tariff provides a duty of 32½ per cent ad valorem (including the increase effective Feb. 12, 1915), on all motion-picture films and machines. There is no provision whereby these films could be imported in bond for exhibition and then returned to the country of export without the payment of duties.

[Consul Julius D. Dreher, Toronto, June 24.]

War Pictures Prohibited in Ontario.

The Provincial Board of Censors has prohibited the use in Ontario of real or "faked" pictures of war scenes. Pictures of troops marching with bands playing and colors flying are permitted; but all films professing to represent the ghastly scenes of actual bloodshed and destruction on battle fields are prohibited in the moving-picture theaters. This order has made it necessary to recall certain films of war scenes alleged to be the reproduction of actual operations on battle fields in Belgium.

COLOMBIA.

[Consul Isaac A. Manning, Barranquilla, May 25.]

American film manufacturers have been trying to break into the Colombian Cinematograph field for some months past. The American consul at Barranquilla asked a young person who in the United States was a "moving-picture fan," and whose criticisms he had frequently heard on the films presented in Colombia, what was the matter with the American films, of which few had been shown, and none successfully. The reply was:

If the motion-picture manufacturers of the United States wish to get their films on the market here they will find, in my opinion, such a thing utterly impossible until the venders of the films mend their ways. When the people of Colombia order pictures from the "States" the exporters proceed to send

them their lowest-grade films. Now, the people here are just as critical as the American public, and as a result the American film is rarely bought, because only low-grade detective and Wild West stories and comedies are sent. The people have no objection to detective stories if they are good. The French and Italian companies send none but the best.

Wild West pictures are not liked, nor does the Colombian care for pointless "slapstick" comedies; yet these are what the film exporters of the United States are sending, and then they wonder why they don't get Colombia's trade. Let them try a few really good films; for example, the Broadway features and John Bunny comedies, plays like "My Official Wife," "Uncle Bill," etc., and short society dramas. Let the people here become acquainted with big film actors and actresses who sway the North American audiences in the grip of their personality. Stop using Colombia and the rest of South America for a "waste basket" in which to dump the plays the American public refuses to see. Then there will be a chance.

Good Translations Essential.

Another thing that the film manufacturers should do, by all odds: See that all titles and descriptive matter are carefully translated into Spanish by some one who understands both languages well, and not into pigeon Spanish by some high-school student. Then, care must be taken in copying and in printing all titles on the film. Nothing hurts the susceptibilities of an audience like being "stared at" by glaring errors of idiom and spelling. Hence, these are important features in the sale campaign.

There are three motion-picture shows in Barranquilla, two in Santa Marta, two in Cartagena, and several in Bogota and Medellin. Bucaramanga, Cali, Manizales, and other smaller centers all have them. One mining company has put in a "movie" to keep its employees contented. Others may have to do the same. All these have depended on Pathé (France), Gaumont, and Italian Films Co. for their films.

American film makers should begin to look South America over as a field for business, but they must remember that what makes Pathé popular is understandable dramas, with some "blood and thunder" and the titles in perfect Spanish. Three to five reels are popular lengths, so two stories may be given; and then "La Napa" (the horse trader's "to boot") is usually a short, clean, comic reel that sends everyone away in a good humor, having laughed at some of the drolleries of Salustiano or of Max Linder—funny and, above all, decent. Nothing that is not clean in story or action will take, so films for South America should be of such a character as to make a censor unnecessary.

Films That Have Proved Popular.

Les Miserables, Quo Vadis, The Count of Monte Cristo, some adaptations of Zola's works, The King of the Air, and other aeroplane stories have proved popular here. Nick Carter fills the niche for detective tales, and such films are sufficiently funny to attract. It must also be remembered that the South American is more acquainted with French and Spanish literature than with English or American.

[The names of the two principal film importers at Barranquilla may be obtained upon request from the Bureau of Foreign and Domestic Commerce or its branch offices. A review of the motion-picture situation in Cartagena, Colombia, appeared in *COMMERCE REPORTS* for May 6, 1915.]

PORTUGAL.

[Consul General W. L. Lowrie, Lisbon, June 8.]

The motion-picture theater has not reached in Lisbon as yet the popularity that it enjoys in most large cities of Europe and America. This is due partly to the high admission prices made necessary by the taxes which these places are compelled to pay. These include a municipal tax of \$40 to \$50 a month, depending on the size of hall; a police tax, four or five policemen being on duty at each theater in the evening and receiving 50 cents each (if the performance lasts over midnight they are entitled to double pay); and a firemen's tax, an equal number of firemen being also on duty at the theaters and receiving the same pay as the policemen.

The price of admission ranges between 9 and 21 cents. On working days there are three sections lasting about an hour and a half each, and on Sundays and holidays five. The best places have fairly good orchestras, which play acceptable music during the intermissions and sometimes in the course of the performance. The theaters are quite small as compared with the large halls in other cities, and rents are exceedingly high.

Films Obtained in Paris or Barcelona.

There are two firms [names obtainable, upon request, from the Bureau of Foreign and Domestic Commerce or its branch offices, which will also furnish a list of the Lisbon cinematographs] that supply the different theaters with films. These companies secure their films in Paris and Barcelona—chiefly in the latter city, where the large continental film houses have agencies. The amount of the rental, depends, of course, on the nature and length of the film.

French, Italian, German, Danish, Austrian, and American films are exhibited, but principally French and Italian. The French "Pathé" and "Gaumont" films and the Italian "Cines," "Pasquali," "Ambrosio," "Aquil," and "Milano" seem to be the most popular. The American "Selig" and "Transatlantic" are occasionally seen. Films of scientific or geographical interest are shown at the Portuguese Geographical Society, Lisbon.

The tariff duty on films is 15 per cent ad valorem.

AZORES.

[Consul Walter H. Schulz, St. Michaels, June 5.]

The possibilities offered by the Azores to American film manufacturers are not of a very encouraging nature. The number of motion-picture theaters and performances is extremely limited, but this in a measure can be accounted for by the high price of admission. If a 5-cent show could be produced in the islands, the cinematograph industry would probably prosper. It would be well for American exporters to bear this in mind and in their correspondence with local interests emphasize the success of this class of film in the United States. The earning capacity of the people is low, but the large Portuguese-American element in the islands adds no little interest to the possibilities of the market.

Population of Island Towns—Attendance.

Of the nine islands of this archipelago three have motion-picture theaters. Ponta Delgada, the largest city on the island of St.

Michaels, has three theaters, and there are small ones in four other towns of this island. There is one theater at Angra, the capital of Terceira Island, and one at Horta, the capital of Fayal. The following table shows the population of towns having theaters and the average attendance:

Towns.	Population.	Name of theater.	Shows per week.	Average attendance.
Ponta Delgada, St. Michaels	18,000	Theatro Michaelense.	Holidays and Sunday.	700
Do		Salão Avenida	Daily and Sunday	70 and 200
Do		Salão Electrico	Three times	150
Furnas, St. Michaels	1,500	Lacteco Vieira	Sunday	70
Villa Franca, St. Michaels	7,000	Theatro Villafraquense.	do	120
Do		Theatro Amaral	do	100
Ribeira Grande, St. Michaels	8,000	Theatro Phantasmies	do	100
Angra, Terceira	10,000	Theatro Angrense	do	600
Horta, Fayal	7,000	Theatro Fialense	do	400

A second theater is under construction at Horta.

Films Rented from Lisbon Distributors.

The films used by all these theaters are rented from two Lisbon manufacturers and distributors. Leaders and inserts are in Portuguese or Spanish. In 1914 the Theatro Michaelense used 590,000 feet of film, the Salão Avenida 328,000, and the Salão Electrico 196,000 feet.

Ordinary 1,000-foot reels of photoplays, comics, etc., are rented to the island theaters for 15 days at a rental of \$1 for the period. The higher-grade photoplays, colored films, etc., pay a rental of \$0.05 a foot for the 15 days. On the longer series films this amounts to \$5 or \$6 a day. Local theaters paid \$7 a day for The Last Days of Pompeii, Cleopatra, Tempest, and Queen Margot, and \$5 a day for Companions in Silence, Knight of the Red House, and Vultures of Paris.

These films are sent out in care of some one traveling on one of the fortnightly ships from Lisbon, thereby saving freight charges. They are retained 15 days and returned. The customs duty is 15 per cent ad valorem, but this amount is refunded when the film is sent back to Lisbon. The monthly demand now for all the islands is about 80 films of 3,000 feet or less and 18 of larger reels.

The shows in the Azores are much longer than those in the United States. The larger theaters usually present three sessions of four reels each, the last two sessions being made up of series films and the first of reviews, comics, fashions, and the like. The smaller theaters present six to eight reels at a performance. Most of the photoplays shown here in the last year were heavy dramatic or tragic ones, though an attempt was made at each performance to present one or two comics and a lighter photoplay. American adventure reels are popular, but before being sent here are made up with Portuguese or Spanish inserts and leaders.

Price of Admission—Direct American Service.

The average price of admission is about 10 cents. The Theatro Michaelense at Ponta Delgada is a large theater which was built for stage productions. Like Spanish theaters, it has four tiers of

boxes extending clear around the pit. They accommodate from five to seven persons. A box may be had for \$1 to \$3 gold.

It is doubtful if direct service from American houses would be as satisfactory as the distributing houses at Lisbon, as the mails from America are irregular, whereas the two Lisbon ships arrive within an hour or two of schedule time twice a month. However, if American houses wish to deal direct with these islands, the most satisfactory method from the standpoint of producer and consumer would be to have an agent at Ponta Delgada to receive the films and distribute them. It would be a good idea to let him act as an independent distributing agent, handling all the Azorean business. The Bureau of Foreign and Domestic Commerce and its branch offices will supply the name of an experienced film agent who has expressed his willingness to handle American business.

Films are imported here in the tin boxes in which they are packed for American theaters. The Azorean climate is very humid, and theater men say it is beneficial, rather than harmful, to the delicate films.

"EGG NOODLES" MADE WITHOUT EGGS.

Recent activity on the part of certain noodle and macaroni manufacturers in selling noodles artificially colored yellow as "egg noodles" when they contain little or no egg, has led the Federal and State food officials to seek means of stopping this fraudulent traffic. It is the custom in taking up matters of this kind to afford an opportunity for a hearing to all manufacturers and other interested parties in order to permit them to present reasons for or against trade practices. Accordingly, the Joint Committee on Definitions and Standards, representing the Association of American Dairy, Food, and Drug Officials, the Association of Official Agricultural Chemists, and the United States Department of Agriculture recently held a hearing in order to secure all possible information in regard to the manufacture of noodles, macaroni, and similar alimentary pastes.

Those who appeared at the hearing before the Committee on Definitions and Standards agreed that in order to put competition within the industry on a fair basis and to guard the interests of the consumers definitions should be adopted that would absolutely prohibit the use of artificial coloring, fix a minimum egg requirement for articles sold as egg products, and also define the amount of moisture that may be permitted in the products. What these limitations and requirements shall be is now being considered by the Committee on Definitions and Standards.

AWARD FOR INCREASED WAGES.

[Consul C. M. Hitch, Nottingham, England, June 16.]

As a result of a conference with a deputation from Nottingham the chief industrial commissioner of the committee on production has awarded an advance of 3 shillings (73 cents) a week on time rates and one of 7½ per cent on piece rates, "the advance to come into operation as from the first full pay week after May 22 and to be regarded as war wages." The award applies to members of the following trade-unions: Engineers, steam-engine makers, toolmakers, iron founders, pattern makers, smiths and strikers, gas workers, and workers' union.

WAR-TIME MARINE INSURANCE.

[Extract from Tokyo Koshinjo's Daily Report of May 21, by Consul General George H. Scidmore, Yokohama.]

The Japanese Government, in consideration of serious effects to be possibly produced upon economic circles at home by the marine insurance premium rates generally advanced as a result of the outbreak of war, promulgated the war-time marine insurance indemnity law on September 12, 1914, the bill relating thereto having passed the thirty-fourth session of the Imperial Diet.

Then the regulations for the enforcement of the law were created, whereby it was provided that in the case where the underwriters, who had insured ships and cargoes at premium rates below those fixed by the Government, covered the loss sustained by the war, the Government should indemnify the underwriters up to 80 per cent of the loss covered by them. The maximum rates were fixed for the various steamship lines, and whenever subsequently there was any considerable change in the risks the rates were revised so as to make the operation of the law smooth. The total insurance contracts in accordance with this law for the last seven months of the 1914 fiscal year amounted to about \$188,144,400 and the premiums thereon to about \$188,040, the monthly average coming to \$26,892,000 in new contracts and \$69,720 in premiums. The actual damages to which this law is applicable were represented by the cargoes, which had been insured for \$44,891, and the damages were to be indemnified to the amount of \$35,933, of which \$22,850 was compensated, but the remaining \$13,083 was not settled by the end of last fiscal year, as there was an incomplete point in the application form for indemnity. The insurance contracts in accordance with the law, classified according to months and the kinds of objects insured, are as follows:

	Japanese companies.		Foreign companies, cargoes.
	Hulls.	Cargoes.	
September, 1914	\$337,640	\$11,010,251	\$38,904
October, 1914	2,512,410	24,371,591	2,025,114
November, 1914	7,240,920	22,918,855	2,613,623
December, 1914	358,560	5,235,716	4,119,666
January, 1915	3,354,523	14,601,058	4,203,529
February, 1915	3,326,640	18,841,618	6,015,390
March, 1915	4,658,790	20,014,561	9,265,727
Total	22,289,488	117,662,250	28,281,949
Monthly average	3,184,070	16,808,893	4,040,278

TELEPHONE SERVICE IN COSTA RICA.

[Consul Chester Donaldson, Port Limon, May 25.]

The United Fruit Co. owns and operates all the telephones in the Port Limon consular district. This company also has telephone connections at each of the railway stations between Port Limon and San Jose, as the Northern Railway Co. is under the same management as the United Fruit Co. Altogether there are over 100 telephones in the system, connecting all the company's farms and offices with the head offices at Port Limon and San Jose.

AMERICAN METHODS AND FOREIGN CONTRACTS.

[Consul George A. Chamberlain, Lourenco Marques, Portuguese East Africa, May 13.]

The report from this office on "Initial African orders for expensive machinery," published in the *Daily Consular and Trade Reports* for October 3, 1914, and illustrating the high solvency of the Province of Mozambique as well as its purchasing capacity has moved various American firms to take an interest in local Government tenders.

These tenders are generally for purchases the cost of which amounts to from \$50,000 up to \$300,000. They cover such varied branches of manufacture as the following: Railway material of all kinds, rolling stock, bridges, electric port accessories, such as electric cranes from 2 to 60 tons capacity, coal-handling devices, dredgers, and tugs.

These calls for tenders are issued with considerable frequency. While American firms have invariably taken an interest and in many cases gone to the length of tendering, their tenders have, with a few exceptions, been out of order and in most cases have arrived late.

The One Thing Lacking.

While these efforts are to be commended as proving that American firms are reaching out after export trade, it is a regrettable fact that during five years and in spite of frequent suggestions none of our manufacturers, with but a single exception, have taken the most essential initial step, as far as this market is concerned, which is to secure in Lourenco Marques a permanent agent.

When this step has been omitted what is the method of procedure? The American firm has to go through all the flurry of finding and establishing an agent, including the intricacies of a Portuguese power of attorney, before it is in a position to make its formal tender. As a result, by the time the firm has arranged these preliminaries the bids of foreign rivals have been opened and in some cases the goods are already on the way. This leads to American firms continually asking by cable or through the Government at Washington for extensions of time, which requests are as regularly refused by the local government. Having lost any special order, the American firm immediately loses all interest until another call for tender is issued (when it goes through the same futile proceeding as before), on the supposition that the port of Lourenço Marques, having ordered five cranes, will never need any more. In this connection it is to be noted that a wharf and railway equipment which handles 30 million dollars' worth of cargo annually is constantly in need of renewals.

Instructions to Local Agent.

What should manufacturers of the United States do to avoid these continually unsuccessful efforts? They should immediately correspond with firms (a list of whom is submitted with this report, and obtainable from the Bureau of Foreign and Domestic Commerce) until they find out which is free to act as their agent. This agent should then be instructed as follows:

- (1) To inform them of an approaching call for tender on any type of manufactures and to any value that the firm desires to stipulate;
- (2) to purchase and supply to the said firm the official call for tender as soon as issued;
- (3) to accompany same with a power of attorney made out by a local attorney who is master of all the intricacies of this document;
- (4) to make any explanation not fully

covered by the call for tender in regard to deposits, guarantees, and methods of payment; (5) to collect.

The American firm should arrange to pay initial charges and come to terms with the agent as to his remuneration, which is as a rule about 1 per cent on the gross order, except when his services exceed the points mentioned.

Payment Terms Can Not Be Dictated.

One other point that American firms should keep in mind is that the provincial government in dictating terms of payment trades on its high solvency, which is well known throughout European markets. In other words, when the government declares that payment will be made in three installments six months apart, the American manufacturer is apt to submit his tender with the remark, "Cash in full against shipping documents," or some phrase approximately to that effect. There would be no great objection to his doing this if he would also include the price, however exorbitant, at which he would be willing to wait for his money. The local government could then choose between getting the goods at their fair market value or paying the manufacturer the full amount of his estimated loss on idle capital.

The American is apt to ask, if the Provincial Government is so highly solvent, Why should it not pay cash? The answer to that is that this colony has built a reinforced concrete wharf a mile long, equipped same with every modern electric appliance, including a coal-handling plant of a capacity of 500 tons per hour; bought dredgers for various ports; and started eight railways whose total mileage is to-day 446 miles, with 278 miles in construction or in project, entirely out of its revenue without ever having raised a foreign loan.

Actual Improvements Are Solid Security.

Authority has just been obtained from the home government which empowers the colony to raise a foreign loan of about 17 million dollars, and should its efforts prove successful it is possible that it might adopt a system of cash payments, but owing to the present condition of the money market the chances for a successful floatation are not bright. At the same time the fact that the cost of above improvements, which do not include such permanent features as road-making, public buildings, and other public assets of lasting value, has been met solely from revenue should inspire a certain amount of confidence in the Province's continued ability and readiness to pay.

WEALTH, DEBT, AND TAXATION.

The Census Bureau has just published a press summary of its forthcoming decennial report on wealth, public indebtedness, and taxation, in which are set forth briefly some of the more significant of the statistics which will be presented in detail in the report itself. The increases in public and private wealth, in Federal, State, county, and municipal revenues, expenditures, indebtedness, and properties, and in taxation are shown, and the rate of increase in wealth is compared with the rates of increase in taxation and in public indebtedness.

Anyone desiring a copy of this summary, which is in leaflet form, can obtain it by addressing the Director of the Census, Washington, D. C.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Corsuls are requested to contribute to this department, and in doing so should in each instance state in what language correspondence should be conducted.

Agricultural implements, mining machinery, etc., No. 17410.—A firm in the United States writes the Department of Commerce that one of its clients in Spain desires to represent American manufacturers of agricultural, industrial, or mining machinery and specialties. It is stated that the firm in question has been in this line of business for a number of years and has excellent connections throughout European countries. It is explained that American reference will be furnished.

Paintings, No. 17411.—An American consular officer in Spain reports that a man in his district desires to sell a number of old Italian paintings of the sixteenth century. Photographic reproductions of these paintings may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Carbons and electric lamps, No. 17412.—An American consular officer in Italy transmits a detailed report relative to an opportunity for the sale of carbons and electric lamps. A copy of the report may be had on application and samples of the carbons may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Honey and beeswax, No. 17413.—A firm in Brazil informs an American consular officer that it desires to export a quantity of honey and beeswax. References are given. Correspondence may be in English.

Construction material, No. 17414.—A company in Norway which deals in materials for house construction informs an American consular officer that it desires to communicate with American manufacturers of iron beams, girders, etc. It is stated that c. i. f. prices now range from about \$41 to \$49 per metric ton (2,204.6 pounds), but will probably advance. Weights, measurements, etc., should be stated in the metric system. Illustrations and detailed information should be supplied at once. Correspondence may be in English. Bank reference is given. An illustrated pamphlet containing weights, etc., of the material now used may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Coal, No. 17415.—An American consular officer in Brazil transmits the name and address of the representative of a firm of engineers in his district, who desires to enter into commercial relations with American exporters of coal. References are given.

Flour-mill machinery, No. 17416.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in Brazil, stating that he represents a syndicate which contemplates the erection of a flour mill. The representative desires catalogues, price lists, and full information relative to machinery to be used in this mill.

Nozzle, No. 17417.—An American consular officer in South Africa writes that a man in his district has asked for the correct name and address of the American firm which manufactures the "Cyclone Nozzle," which, it is understood, is made in Ohio.

Electrical accessories, chemicals, etc., No. 17418.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in India, stating that he desires to communicate with American manufacturers and exporters of electrical accessories, chemicals, etc., to be used in dyeing and coloring. He is also interested in hardware, machinery, and railway supplies. He states that he will arrange to pay cash in New York. He states that he is also in need of a reliable buying agent to represent him in the United States.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE

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No. 156

Washington, D. C., Tuesday, July 6

1915

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RATTAN EXEMPT FROM EMBARGO IN FRENCH COLONIES.

[Telegram from Consul General A. M. Thackara, July 2, 1915.]

A decree promulgated June 29, 1915, authorizes the exportation without special permit of the following products from the French colonies to the United States: Rattans, raw and stripped; casein; edible vegetable fats; and olein.

ADDITIONS TO NETHERLANDS EMBARGO LIST.

[Telegram from Vice Consul G. H. Krogh, Rotterdam, June 30, 1915.]

The following have been added to the list of products the exportation of which from the Netherlands is prohibited: Fresh beef; raw cotton; animal fats and their compounds, including compounds of animal and vegetable fats; weapons of all kinds, except for hunting; electric pocket lamps, accessories, and materials for the manufacture of such articles.

AMERICAN PURCHASES IN LONDON.

[Cablegram from Consul General Robert P. Skinner, London.]

The total value of exports to the United States as invoiced through the London consulate general the first six months of 1915 was \$70,-616,024, against \$65,877,681 for the similar period last year. The total for June, 1915, was \$11,812,535, against \$13,194,559 in May. Items of export for the six months were: Rubber, \$33,508,251, against \$18,172,348 in the first half of 1914; wool, \$5,013,100, against \$2,865,-270; tin, \$5,285,902, against \$7,065,169; precious stones, \$3,476,167, against \$3,833,858; tea, \$1,507,059, against \$1,691,105.

RESULTS OF TRADE-OPPORTUNITY WORK.

The manager of a large hosiery mill in the United States writes the Bureau of Foreign and Domestic Commerce that his company has just received an order for about 1,000 dozen pair of hose from an agent in the West Indies; that the name of the agent was procured from one of the Foreign Trade Opportunities published in COMMERCE REPORTS.

He states further that his firm has disposed of a great deal of its product through the "Foreign Trade Opportunity" service rendered by the Bureau, and that this service has been a material aid to his firm in building up its foreign business.

FRENCH MARINE INSURANCE BUSINESS.

[Consul George A. Bucklin, jr., Bordeaux, June 8.]

The consensus of opinion relative to the opportunity for American insurance companies to launch out in this territory is that, since the place held heretofore by companies of nationalities now hostile is vacant, an opening is presented for those willing to enter the field. The following reviews of the situation originate from established insurance representatives in Bordeaux, whose names and addresses may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. One states:

Marine insurance agents in Bordeaux at the present time are acting for English, Swiss, Italian, and Belgian companies. Before the outbreak of hostilities their sphere of activity included German and Austrian companies, the importance of whose business may be appreciated by their annual premiums of about \$500,000. The operations of these companies are now suspended, and in view of this fact it may be concluded logically that American marine insurance companies have great interest in taking immediate measures to secure the vacancy thus created. In order to attain this object American companies must form connection with reliable and experienced agents who possess the confidence of their brokers and are able to safeguard the interests of the firm they represent.

The writer of the above note states that his experience of 25 years as insurance agent places him in a position to know that American enterprise at this time will reap large results.

High-Grade Business Open to American Companies.

Another local agent says:

We believe that one of the main causes of the hesitation shown by American companies in approaching this market is a fear that they will get secondary business which has been refused by French companies. On the contrary, it would be a matter of offering them participation in large business in which the French companies are already interested. In fact the first step would be to proceed by participation with first-class French companies.

The present time is the most favorable for American companies to establish themselves in view of the law of April 4, 1915, which prohibits all connection with companies of hostile nationality, resulting in a complete disorganization of the system of reinsurance. The French companies are taking advantage of the situation, and a well-introduced American company could find a first place by the side of the large English companies which are undertaking the business of reinsurance.

The foregoing statements are typical of the opinions which are current, and the matter is one that might well receive the interested consideration of American concerns.

AMERICAN CANDIED-FRUIT ENTERPRISE.

A \$50,000 glazed-fruit company has been organized in southern California to manufacture candied fruits and flowers. One of its managers has traveled extensively through European countries studying the processes for preparing high-priced products, and will endeavor to establish an industry which will compete with imported goods. Confectionery imported into the United States during the fiscal year 1914 was valued at \$289,362. The manufacture of French glacé fruits was described in great detail in Daily Consular and Trade Reports for February 24, 1909, by a manufacturer of wide experience.

PRODUCTION AND MARKETING OF EGGS IN SOUTH CHINA.

[Consul General F. D. Cheshire, Canton, May 20.]

The Chinese maritime customs returns show an exportation of eggs from Canton amounting to 25,275,244 pieces, valued at \$143,204, United States currency, during the year 1914, and in 1913 of 33,430,960 pieces, valued at \$200,979. Some of these eggs find their way to the Philippine Islands, but are not exported to the United States. Most of the business is done with places adjacent to Canton.

The conditions under which chickens and eggs in South China are produced are far from ideal. In fact, so far as I can gather, very little attention is paid to the industry, the chickens being left to shift for themselves and little or no care being taken to improve the breed. The eggs are in consequence of a poorer quality than those found in the United States and are unusually small, the weight of a dozen eggs of the average size being only 21 ounces. The industry has never been put upon a scientific basis and no up-to-date methods of artificial hatching have been adopted. The Chinese have, however, from time immemorial made use of primitive devices for hatching eggs by mechanical processes, and have been fairly successful. These devices are usually made of bamboo at scarcely any expense, and charcoal is used in maintaining the proper temperature. It is not likely, therefore, that incubators of foreign manufacture will be introduced to any great extent until they can be sold at lower prices than are at present asked, and hence it is doubtful if the conditions under which the industry is at present carried on will greatly improve.

The following are the prices in gold asked per 1,000 for chicken and duck eggs by the wholesale dealers at Canton:

Chicken eggs: Large, \$9.10; medium, \$8.40; small, \$7.82. Duck eggs: Large, \$9.52; medium, \$8.40; small, \$7.82. These prices are, of course, subject to fluctuation as exchange rises and falls.

The districts where these eggs are for the most part produced are Pak Hoi, Yeung Kong, and Hoihow, in the Province of Kwangtung.

Very little use is made of eggs in south China in a large commercial way beyond the purposes of immediate consumption. I understand that the white of the egg is employed, to a limited extent, in the manufacture of macaroni. Farther north, however, at Tsingtau, Hankow, Wuhu, and some places in the Shanghai district, there is a considerable manufacture of dry-egg products, such as albumens, egg yolk, and whole egg.

A few words with reference to the preservation of eggs may not be without interest. Duck eggs only are commonly preserved. Ashes, tea dust, clay, salt, and lime are mixed and rolled over the eggs. The preparation dries and preserves them from change for many months. All these ingredients are not used at once by those who preserve eggs, the salt and ashes being the most important. A large exportation of preserved eggs was formerly made to California to supply the wants of the Chinese residing there and at other places on the Pacific coast, but at the present time I believe there is none exported to the United States.

COST OF LIVING IN BUENOS AIRES.

[Commercial Attaché Albert Hale, Buenos Aires, Argentina, May 17.]

Everyone acquainted with Buenos Aires, whether as a visitor or as a permanent resident, has something to say about the high cost of living in Buenos Aires. In many cases these statements are based upon inaccurate knowledge of prevailing conditions here, just as a traveler finds that in every city his expenses are somewhat greater than those of the people living there. In not a few instances these statements seem to be misleading, from the fact that they give quotations in dollars, which are in reality paper pesos (about 44 cents), thereby unfortunately leaving the impression that \$1 gold goes no further than 1 peso paper. Nevertheless, the cost of living is relatively high in Buenos Aires, as will be demonstrated by what follows.

Hotels and Boarding Houses.

There are many excellent hotels in the city, a few of the greatest luxury, and almost innumerable places open to the traveler. In the highest-priced hotels the rate per day for one person is \$6.60 to \$17.60 for the individual. This is supposed to include coffee with rolls in the morning; "almuerzo" (luncheon), which is a substantial meal; and "comida," another substantial meal, as well as the ordinary service. The use of a cold-water shower bath is also included. Hotels of the first rank, but with less luxury than the best, charge \$3.52 to \$8.80 per day for the same accommodations. Still lower rates can be obtained in good, but less known hotels, where the foreigner, if he does not speak Spanish, would be at a disadvantage. It is not advisable, therefore, that they be taken into consideration. All hotels, as in the United States, will make special rates for those who take up their permanent residence in them, but the reduction is relatively slight.

Many foreign residents in Buenos Aires prefer to live in boarding houses, rather than to assume the responsibilities of housekeeping. A moderate cost in a boarding house for a single man who must regard his social surroundings, is at the rate of \$44 per month. Nothing less than this should be taken into consideration. From this price up to \$110 a month is considered by no means excessive. A married couple, while paying as a rule twice the amount expected from the single person, can find lodgment at \$110, but it will be found that \$132 to \$176 is more frequently paid for suitable accommodation. In the more fashionable boarding houses \$220 is not uncommon. Boarding houses are occupied almost altogether by foreign residents. Although the Argentine people are sometimes permanent guests at the hotels, they seldom board, except while on a visit to the city.

Houses and Apartments—Furniture.

The older houses in Buenos Aires are of one story, and the more modern and spacious houses of two, three, or more stories. Almost all houses in Buenos Aires have an interior courtyard or "patio," from which the living rooms extend. These houses may be small, of only five rooms, exclusive of kitchen and bathroom, or they may be as commodious as the best of houses in the large cities in the United States. In the residence quarters there have been built, in

late years, rows of houses similar to those seen in England or the United States. In some of the older parts of the city, houses, by no means new, can be rented as low as \$66 per month, but the better class, even of these modest one-story houses, and especially of the newer two-story houses in the suburbs, run from \$88 to \$220 a month, or even more, according to the number of rooms. This, as in the United States, is rental and nothing more, for light and similar service are extra expenses for the tenant. The older houses have no arrangement for a central heating plant, nor do all of them even have fireplaces in the best rooms.

Buenos Aires is becoming well supplied with apartments. Some of them are old-fashioned, gloomy, and unattractive. The majority of the newer apartment buildings are, however, well constructed, so as to give the tenant sufficient light and air and provide all facilities for clean and comfortable living. The best have gas and electric light, elevator service, and steam heat, distributed from a central apparatus in the basement. Apartments all over the city can be found as low as \$66 per month, but \$88 a month is a low price for an apartment of five rooms; and from this amount the rentals rise to \$110 and \$132, and even to \$264 and \$352, according to the space occupied. Apartments in Buenos Aires are at least 50 per cent higher than in New York, Chicago, and Washington. No apartment houses in Buenos Aires have restaurants. Within the last six months rents have fallen, and there is an abundance of empty houses and apartments from which to choose; this fact, however, has been taken into consideration in the estimate of prices.

It can be broadly estimated that furniture costs 25 to 50 per cent more in Argentina than in the United States.

Servants—Telephone—Electricity and Gas—Physicians' Fees.

While it is possible, especially for a married couple without children, to manage with only one servant, it is more usual, even in a small apartment or house, to have two servants, a cook and a housemaid. A good cook can be secured at \$17.60 to \$44 per month and a housemaid at \$13.20 to \$35.20 per month.

A house telephone costs \$5.50 per month.

Electricity, used chiefly for lighting in Buenos Aires, costs \$0.112 per kilowatt hour for the first 30 kilowatt hours, with a 50 per cent reduction thereafter. Electricity for heating purposes, for which a separate meter is required, is furnished at 50 per cent of the lighting rate. Gas, used chiefly for cooking, costs 16 centavos per cubic meter (\$1.99 per 1,000 cubic feet).

Physicians' fees must always be taken into account, although the climate of Buenos Aires is reasonably healthy. The charges range from \$2.20 to \$4.40 per visit to the house.

Conveyances—Postage—Prices of Foodstuffs, etc.

A street-car ride in Buenos Aires is \$0.044 per person, but no transfers are given, so that in many cases two fares must be paid unless considerable walking is done. The city is abundantly supplied with taxicabs, the rate for which is \$0.22 for the first 1,200 meters (about three-fourths of a mile) and \$0.044 for every additional 300 meters (328 yards) or fraction thereof.

The rate for letters abroad is about \$0.05, except in the countries contiguous to Argentina, where it is \$0.044. The domestic rate is \$0.022.

The following prices are those actually paid on or about March 15, 1915:

Bread	per pound	\$0.06	Corn	per dozen cobs	\$0.18
Meat	do	.16	Salad oil	per pound	.43
Sugar	do	.12	Mackerel	do	.29
Flour	do	.06	Salt, fine	do	.04
Noodles	do	.08	Salt, coarse	do	.02
Coffee	do	.43	Pepper	per 2 ounces	.22
Potatoes	do	.04	Bacon	per pound	.39
Sweet potatoes	do	.04	Dried fruit	do	.18
Large beans	do	.16	Coal	per 10 pounds	.16
Lima beans	do	.10	Grapes	per pound	.06
Eggs	per dozen	.53	Pickles	per bottle	.53
Tomatoes	do	.18	Preserves	do	.44
Red peppers	do	.14	Kerosene	per gallon	.40
Onions	do	.18	Milk	per quart	.07
Soap	per bar	.27	Vinegar	do	.03
Butter	per pound	.62	Candles	each	.04
Tea	do	.88	Bananas	per dozen	.18
Sardines	per can	.35	Oranges	do	.27

These are close prices, and undoubtedly many housekeepers pay more for the same articles, or for those of better quality.

High Clothing Prices.

The following clothing prices can be given, taken from actual purchases or from articles displayed in the shop windows:

MEN'S CLOTHING.

Suits	\$35.00	Handkerchiefs	\$0.50
Hats, straw	2.00	Bath robes	4.50
Hats, felt	5.00	Gloves	2.50
Shoes	8.00	Canes	4.50
Underdrawers	1.50	Umbrellas	6.50
Undershirts	2.00	Cuffs (per pair)	.65
Socks	.50	Garters (per pair)	.75
Shirts	2.00	Belts	1.00
Collars	.35	Suspenders	1.50
Ties	1.00	Sweaters	30.00
Overcoats	65.00	Full-dress suits	75.00
Raincoats	30.00		

WOMEN'S CLOTHING.

Hats, walking	\$5.00	Petticoats, silk	\$10.00-\$50.00
Hats, dress	10.00	Petticoats, black sateen	4.00- 10.00
Suits, daily	35.00	Corset covers	1.00- 5.00
Suits, calling	50.00	Underdrawers	*2.50
Blouses, silk	15.00	Combinations	2.00- 10.00
Blouses, linen	5.00	Gloves, double price in	
Blouses, cotton	2.00	United States,	
Stockings, cotton	.75	Corsets	*6.00
Stockings, silk boot	1.10	Raincoats	30.00- 50.00
Stockings, silk	2.50	Rubbers	3.50
White petticoats, lace and		Umbrellas	4.00- 20.00
embroidery trimmed	\$3.00-10.00		

* And upward.

CHILDREN'S CLOTHING (AGES 2 TO 10 YEARS).

Suits -----	\$10. 00-\$25. 00	Underdrawers -----	\$1. 00-\$6. 00
Hats -----	3. 00- 6. 00	Petticoats, white -----	1. 00- 4. 00
Raincoats -----	10. 00- 15. 00	Drawers -----	1. 00- 5. 00
Rubbers -----	1. 75- 3. 50	Stockings:	
Handkerchiefs:		Long -----	.50- 1. 00
Cotton -----	.10- .30	Short -----	.30- 1. 00
Linen -----	.30- .50	Shoestrings -----	.10- .50
Cambric -----	.20- .40	Shoes -----	2. 00-12. 00
Undervests:			
Cotton -----	1. 00		
Wool -----	3. 00- 6. 00		

Laundry—Restaurants and Clubs.

Washing costs considerably more than in the United States, as this list from actual experience will show: Shirts, \$0.15; undershirts, \$0.10; underdrawers, \$0.10; pajamas, \$0.15; collars, \$0.05; stockings, \$0.05; handkerchiefs, \$0.03.

In Buenos Aires social obligations play an important and even necessary part in the ordinary city life. This is especially the case where a business man is trying to make an impression for the firm he represents, because in Buenos Aires, much more than in the large cities of the United States, some social attention is really part of the business life. Only a few places in the city serve a meal at a fixed price. A moderate luncheon costs \$1.32 to \$1.54 per person, and a prepared dinner is advertised for \$1.76 to \$2.20. A dinner, however, is seldom arranged for less than \$8.80 to \$11 per plate, and is not as good as a popular hotel or restaurant in New York can offer for \$5 per plate.

Nearly everyone of social rating and ambition must belong to a club. Some of the country clubs, which are chiefly for golf and tennis, admit women if not to actual membership at least to complete freedom of the clubhouse. The entrance fee and membership of a few of them will serve for illustration:

Names.	Entrance fee.	Monthly dues.
Buenos Aires Rowing Club	\$225. 00	\$2. 50
Hurlingham Club	100. 00	4. 00
Club del Progreso	450. 00	4. 50
Club of Foreign Residents	225. 00	4. 50
Jockey Club	1, 850. 00	7. 00
Tigre Boat Club	75. 00	2. 00
S. Literaria Inglesa	10. 00	2. 50

Income of at Least \$5,000 Necessary.

No man with a family can live in Buenos Aires in the style to which he should be entitled by his business activities on less than \$5,000 per year. It can not be said that every man in Buenos Aires draws that salary, but by whatever less than this sum he is compensated, by so much must he restrict his expenses and lose in the social and business scale. The conclusion reached by those who know Buenos Aires well, and who are able thereby to make intelligent comparison with the cost of living in the large cities of the United States, is that a salary of \$5,000 here, while it may look ample, is moderate. The cost of living has not such wide limits as it has in New York or

Chicago or Washington, because in these cities one lives according to one's income, whereas in Buenos Aires one must live according to one's social position if he is to represent his company in a style that they may reasonably expect.

These are conservative estimates, and have met the approval of many whose experience allows them to speak with authority. These facts must be given serious consideration by manufacturers or firms who are thinking of sending representatives to Buenos Aires. If they are not represented properly, they fail to get that very influence which it is the object of personal representation to gain.

Another factor in the high cost of living in Buenos Aires which pertains particularly to those who, however much they intend to make their homes in South America, are bound by family ties to their homes in the United States, is that of the necessary expense for traveling back and forth between North and South America. The representative must at times return home, not only to make his report, but to get again into personal touch with the interests he is promoting. Taking this factor also into consideration, the best results can be obtained by considering a proper salary for a permanently established representative to be between \$7,500 and \$10,000 per year.

SHIPBUILDING RECORD FOR THE YEAR.

The Bureau of Navigation, Department of Commerce, reports 1,226 sailing, steam, and unrigged vessels of 215,711 gross tons built in the United States, and officially numbered during the year ended June 30, 1915, as follows:

	Atlantic and Gulf.		Pacific.		Great Lakes.		Western rivers.		Total.	
	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.	No.	Gross.
Wood:										
Sailing.....	45	7,196	1	16					^a 50	^a 7,241
Steam.....	297	8,297	234	13,514	103	2,029	106	3,144	^b 743	^b 27,082
Unrigged.....	205	51,515	101	4,187	35	3,727	14	194	355	59,623
Concrete.....	2	565							2	565
Total.....	549	67,573	336	17,717	138	5,756	120	3,338	1,150	94,511
Metal:										
Sailing.....	1	27							1	27
Steam.....	35	98,332	8	16,833	17	4,458	8	762	68	120,385
Unrigged.....	1	283	1	434	1	34	4	37	7	788
Total.....	37	98,642	9	17,267	18	4,492	12	799	76	121,200
Totals:										
Sailing.....	46	7,223	1	16					51	7,268
Steam.....	332	106,629	242	30,347	120	6,487	114	3,906	811	147,467
Unrigged.....	206	51,798	102	4,621	36	3,761	18	231	362	60,411
Concrete.....	2	565							2	565
Grand total.	586	166,215	345	34,984	156	10,248	132	4,137	1,266	215,711

^a Includes 4 vessels with tonnage of 29, for Porto Rico.

^b Includes 3 vessels, total tonnage 98, for Hawaii.

For the fiscal year 1914 the grand total for the Atlantic and Gulf was 677 vessels, gross tonnage, 209,245; Pacific, 324 vessels, tonnage 35,417; Great Lakes, 144 vessels, tonnage 60,695; western rivers, 139 vessels, tonnage 6,048; grand total, including Porto Rico and Hawaii, 1,291 vessels, tonnage 311,578.

NEW TRANSCONTINENTAL GUIDEBOOKS.

The United States Geological Survey has just issued a guidebook describing the Overland Route from Missouri River to the Pacific coast, and every traveler may now enjoy the luxury of being "personally conducted" without any other expense than the dollar he must send to the Superintendent of Documents at Washington, D. C., to obtain a copy. It is Secretary Lane's desire that the transcontinental journey, by whatever route, shall afford the traveler an intimate acquaintance with the country through which he passes, and this volume, therefore, is the first of four which will appear in rapid succession. The next to come, that covering the Northern Pacific Route, so closely identified with the Lewis and Clark Expedition of 1803-1806, will be published in a few days; and those describing the Santa Fe Route and the Shasta and Coast Route will follow soon.

In the preparation of the book on the Overland Route (Bulletin 612) much information already in the possession of the Geological Survey has been utilized, but to supplement this material three geologists last year made a field examination of the entire route, while special topographic surveys for the accompanying maps were made by Survey engineers. The route is covered by a series of 29 complete and accurate maps, which are so arranged that the reader can unfold them one by one and keep each map in view while he is reading the text relating to the portion of the route it represents.

The book is also freely illustrated with half-tone plates of some of the most striking views and objects to be seen on the journey and with pictures of prehistoric animals that inhabited the West in ages past, when Nebraska and Colorado, for instance, were huge swamps frequented by strange beasts whose fossil remains are now found in the rocks formed from the sand and mud of the ancient swamps, which have since been elevated thousands of feet. The book of 244 pages is as a whole distinctly popular in character.

In ordering the Overland Route Guidebook from the Superintendent of Documents ask for Bulletin 612 and inclose \$1.

DEPRESSED MATCH TRADE IN JAPAN.

[Extract from Japan Chronicle of May 28, forwarded by Consul General George H. Selldmore, Yokohama.]

The export from Japan of safety matches still remains in a depressed condition. In addition to the prevailing depression, the approach of the rainy season discourages production. Manufacturers have accordingly agreed now to curtail production by half from the beginning of next month. According to the experts, it appears that while the export to China and India is as depressed as ever, some early improvement is anticipated in the Australian trade. The recovery of normal conditions for the trade as a whole is, however, hopeless for some time. Chlorate of potash is still uncertain, the present tendency being downward, through recent large importations. This, however, makes things all the worse for those matchmakers who have laid in stock in anticipation of a continued rise, and has disappointed the speculative importers. Proposals for a restricted output have been made, but not very hopefully, and it is the general belief that the match industry is in for a bad time which no measures of this sort can greatly ameliorate.

DRIED CHICORY ROOTS AS HORSE FEED.

[Consul Alfred W. Donegan, Magdeburg, Prussia, May 27.]

Many substitutes for oats are being experimented with in Germany. Besides the so-called sugar feed, which contains 80 to 90 per cent sugar and 10 to 20 per cent cut straw, the use of dried sugar beets, called "beet crumbs," has become extensive. According to the latest analysis this mixture contains: Proteine, 4.46 per cent; fat, 0.18 per cent; moisture, 13.34 per cent; mineral constituents, 3.44 per cent; nonnitrogenous extractive principles, 68.07 per cent. There is 62.40 per cent sugar.

This composition totals 82 "feed-value" units, as against 81 units produced by the sugar feed. Inasmuch as there is a steady increase in the use of both these mixtures for fodder, it may be assumed that the large amount of sugar contained in both has shown no bad effects. It causes the animals to become very thirsty, however, and the heavy consumption of water may prove injurious for draught animals, especially in the hot summer months.

Feed-Value Units in Chicory Crumbs.

The Technical Association for Chicory and Beet Drying in Magdeburg reports that dried chicory roots make an excellent substitute for oats. These roots are called "chicory crumbs," and their analysis is as follows: Protein, 4.85 per cent; fat, 0.85 per cent; moisture, 13.79 per cent; mineral constituents, nonnitrogenous extractive principles, 69.73 per cent. There is 4.35 per cent sugar. In this mixture about 87 feed-value units are figured.

The figures indicate that chicory roots have a greater nourishing value than sugar beets and sugar feed. It has been stated that the chicory roots, which contain greater quantities of protein and fat than the other compositions, furnish a better food.

Some time ago Prof. Schmiedeberg, a German, discovered that broiled chicory was good for the digestive organs. Dried chicory use as fodder would seem from recent experiments to have a similar effect, inasmuch as no digestive troubles have been noticeable where the chicory was used. On the contrary, cases of indigestion brought on by sugar feed have been at once relieved by the use of chicory crumbs. These crumbs are consumed with evident relish by horses, and are fed in quantities up to 10 pounds daily per horse.

Practical Grinding Machine Needed.

Chicory crumbs are fed to horses without having first been moistened. They are not ground up, as it is claimed the horses would eat too much of the feed were it ground. Furthermore, the assertion is made that the grinding of the crumbs would be desirable only if sugar or molasses were mixed in. As a matter of fact, no practical grinding machine has been found. Those who claim that grinding is not necessary admit that if they had a good machine, particularly adaptable to the grinding of crumbs, an ideal fodder could be made by mixing the ground crumbs with sugar or molasses. This fodder, which would be nourishing, appetizing, and digestible, would be splendid for horses, cattle, and swine, and would at the same time be cheap enough to compete permanently with oats as a standard form of provender.

The Magdeburg association expresses a willingness to impart all possible information regarding the new fodder. It is assumed that the Government will not confiscate chicory, inasmuch as the factories manufacturing coffee substitutes would then be without raw material.

MAY EXPORTS OF FOODSTUFFS, OILS, ETC.

The following table shows the exports of domestic breadstuffs, cottonseed oil, food animals, meat and dairy products, cotton, and mineral oils from the principal customs districts of the United States during May, 1914 and 1915, and the 11 months ended May, 1914 and 1915:

Items.	May—		11 months ended May—	
	1914	1915	1914	1915
EXPORTS BY GROUPS.				
Breadstuffs.....dollars	12,405,117	45,991,818	144,109,251	529,838,753
.....pounds	13,446,491	32,399,820	185,452,500	291,735,729
Cottonseed oil.....dollars	989,474	2,362,272	13,260,706	19,993,909
.....do	86,853	31,699	635,018	428,240
Cattle, hogs, and sheep.....do	9,779,436	18,502,122	122,991,077	173,464,588
Meat and dairy products.....do	394,714	015,290	5,869,491	8,103,097
Cotton.....pounds	203,092,803	310,933,953	4,608,633,741	4,235,791,929
.....dollars	24,843,517	29,875,716	591,725,524	360,370,125
Mineral oils.....gallons	194,950,596	225,254,580	2,052,654,223	1,966,361,913
.....dollars	12,732,254	12,766,540	137,604,771	118,460,072
Total.....dollars	60,841,651	103,530,397	1,010,626,345	1,202,465,687
EXPORTS BY PRINCIPAL ARTICLES.				
Corn.....bushels	505,897	3,638,044	8,076,200	43,718,136
.....dollars	392,641	3,104,910	5,991,236	34,542,492
Oats.....bushels	607,846	13,023,168	1,577,877	86,428,656
.....dollars	209,979	8,099,084	641,780	51,669,895
Wheat.....bushels	6,809,044	14,182,447	84,949,828	249,576,455
.....dollars	6,705,638	22,990,078	80,823,041	319,961,546
Flour.....barrels	900,976	1,340,498	10,881,072	15,077,390
.....dollars	4,226,777	9,780,697	50,012,417	87,650,616
Beef, canned.....pounds	259,526	6,656,758	3,191,945	65,359,539
.....dollars	34,247	1,235,171	424,375	10,708,547
Beef, fresh.....pounds	576,299	19,543,015	5,759,141	121,487,671
.....dollars	70,093	2,500,716	710,789	15,363,220
Beef, pickled, etc.....pounds	2,224,043	6,662,432	21,482,813	28,622,635
.....dollars	215,712	604,649	2,120,600	3,004,271
Oleo oil.....pounds	11,580,692	5,378,626	87,245,085	71,691,311
.....dollars	1,180,712	645,599	9,158,806	8,389,725
Bacon.....pounds	11,612,412	35,429,453	182,017,811	304,229,561
.....dollars	1,543,385	4,580,025	24,266,363	41,294,730
Hams and shoulders.....pounds	12,602,357	23,498,800	150,929,043	162,223,107
.....dollars	1,787,326	3,169,493	21,700,323	23,435,029
Lard.....pounds	84,754,608	22,124,954	440,838,672	441,702,106
.....dollars	3,763,810	2,330,585	49,889,369	48,917,033
Neutral lard.....pounds	2,628,770	1,263,397	26,483,870	24,652,042
.....dollars	282,534	136,658	2,993,470	2,856,682
Pork, pickled, etc.....pounds	3,309,268	7,390,634	43,114,452	43,925,398
.....dollars	348,216	711,640	4,706,379	4,758,701
Lard compounds.....pounds	4,119,319	5,219,231	50,448,239	60,613,817
.....dollars	385,883	437,975	4,762,858	5,230,270
Crude oil.....gallons	7,201,438	11,781,546	129,822,081	127,904,186
.....dollars	299,341	313,989	6,166,225	4,173,932
.....gallons	93,532,761	93,432,047	1,052,770,222	803,161,014
.....dollars	5,935,144	5,635,891	67,926,137	48,417,043
Illuminating oil.....gallons	14,273,189	22,343,382	180,202,685	190,213,845
.....dollars	2,057,608	2,787,204	25,216,278	25,067,512
Lubricating oil.....gallons	21,867,903	23,846,796	168,196,740	211,509,425
.....dollars	2,765,218	2,388,775	24,419,191	23,744,266
Gasoline, naphtha, etc.....gallons	58,075,805	74,850,809	621,661,245	633,573,443
.....dollars	1,674,943	1,639,681	13,873,940	17,067,319
Residuum, fuel oil, etc.....dollars				

NEW HOTEL ACCOMMODATIONS AT CANTON.

[Consul General F. D. Cheshire, Canton, China, May 21.]

The work on the new extension to the Victoria Hotel on Shameen at Canton has been completed and the formal opening took place on May 15, when afternoon tea was served and the extension thrown open for public inspection. It was well patronized on the opening night, when a very good dinner was served a la carte.

The extension consists of a grillroom, a social hall and music room, drawing room, ladies' reception room, private dining room, reading room, smoking and card room, etc. The grillroom is the largest and most important room of the suite, facing due south. The walls are rough cast and paralleled with Japanese oak, with quaint, old-fashioned fireplaces in tile. The table linen, cutlery, and glassware are the finest quality procurable, and were purchased especially for the grill. The crockery is all from the Royal Redwood Co. The electric lighting is by means of patent diffused lights, and every table and side table is electrified so that small dishes can be cooked and prepared in the presence of the patrons. The new cold storage and refrigerating plant has not yet been installed, but if the new venture proves the success anticipated one will be ordered immediately. If the management will continue to serve as good meals in the grill-room as was served on the opening night, nothing better could be called for.

On the Bund there is also a hotel called the Oriental Hotel, next to the famous department store of the Sincere Co. This hotel is patronized by Chinese to a greater extent than by foreigners, but many of the latter who have availed themselves of its accommodations speak very highly of them, and the rates at this hotel are much cheaper than they are at the Victoria Hotel.

In view of the increased importance of Canton, not only as a commercial port but as one of the most unique cities in this country from the standpoint of the tourists who seldom neglect to pay the city a visit during their travels in the Far East, this improvement in hotel accommodations will be welcomed.

A PROMISING FLORIDA INDUSTRY.

The adaptability of the Chinese wood-oil tree for cultivation in northern Florida seems to have been proven by recent experiments. A tree at Tallahassee, Fla., bore two bushels of the fruit last season. In addition to being an economically important tree, it is a decidedly ornamental one. It bears clusters of white flowers with reddish-yellow centers, and in full bloom resembles a catalpa.

The United States imports annually about 5,000,000 gallons of Chinese wood oil, valued at \$2,000,000. As the demands of the American varnish trade are steadily increasing this affords a very large domestic market for this prospective new Florida industry.

The tree is *Aleurites cordata* (Chinese tung yu), the seeds yielding the nut from which the oil is extracted. The methods used in China were described in Daily Consular and Trade Reports for June 20, 1912; June 26, 1911; February 15, 1909; and July 22, 1908.

ALFALFA YIELD IN ALBERTA.

[Consul Samuel C. Beat, Calgary, Alberta, Canada, June 21.]

An addition to the agricultural wealth of Alberta Province has been made in the last few years through the marked increase in the cultivation of alfalfa.

According to the latest reports it may be safely estimated that the alfalfa crop in the irrigated districts of southern Alberta this year will approximate \$661,200, as against nothing a few years ago.

In 1910 there were under cultivation in the Province 2,500 acres of alfalfa; last year, according to the Government figures, 11,400 acres were under crop; this year, according to the provincial estimates, it may be conservatively figured that the acreage will amount to 14,500.

In 1913 Lethbridge, the pioneer alfalfa district, cultivated 10,000 acres; this year 13,000 acres are under crop, while the acreage in the Canadian Pacific Railway irrigation block has increased from 700 in 1913 to 1,500 this year, making a total for the two districts this year of 14,500 acres.

The average price for alfalfa was \$11.40 per ton last year. The crop averages 4 tons to the acre, being cut several times during the summer, so that the total value of the crop this year would approximate \$661,200.

As this crop does not, like ordinary ones, have to be planted each year, the value of alfalfa to the farmers in districts where irrigation can be obtained is apparent, since water is what the crop needs primarily. And that the farmers of southern Alberta are fast coming to recognize this truth may be inferred from the fact that two-thirds of the alfalfa grown in the three prairie Provinces is grown in Alberta.

PHILIPPINE MARKETS FOR AMERICAN LUMBER.

The Bureau of Foreign and Domestic Commerce has issued a short monograph on "Philippine Markets for American Lumber," by Commercial Agent Franklin H. Smith, who is investigating the lumber trade in the Far East. The Philippine market, so far as imports are concerned, is dominated by American lumber. The islands provided a market for more than \$500,000 worth of forest products in the 12 months ended June 30, 1914, and practically the entire quantity represented by these figures was shipped from the Douglas-fir mills of Washington and Oregon and the redwood mills of California.

Mr. Smith found, however, a sharp competition by native woods, and it is his opinion that this will inevitably become keener. Each succeeding year, he thinks, will witness an increasing cut of Philippine woods. The conclusion reached is that the prospective demand for American lumber in the Philippines is not particularly encouraging.

This publication may be obtained for 5 cents from the Superintendent of Documents, Washington, D. C. It is Special Agents Series No. 100.

SCOTTISH MARKET FOR AGRICULTURAL MACHINERY.

[Consul E. Haldeman Dennison, Dundee, June 8.]

The present situation in the Scottish agricultural industry, due to the war, seems to offer a favorable opportunity to American manufacturers for an extension in the sale of all kinds of mechanical labor-saving machinery for farming.

The problem confronting the Scottish agriculturist is a shortage of horses and a depleted supply of labor. These conditions prevail all over the country and are causing concern in the farming districts. The prevailing prices for such horses as are obtainable are almost prohibitive.

The question of securing an adequate supply of farm labor has become acute. For some years past this part of the problem has been growing ever more serious. Migration to the cities and to foreign lands had been steadily depleting the ranks of the agricultural laborers and farmers were obliged to raise wages considerably and to offer better living accommodations and other inducements in order to hold the men. These efforts, however, have only been partially successful, and the movement away from the land continued at an alarming rate. The attractions of the large towns lead many to seek employment there and others endeavor to better their position by emigrating to the colonies or to the United States.

It is beginning to be realized that the present conditions are not merely temporary, but will become probably permanent, and that drastic changes in the methods of tilling the soil will have to be adopted if the problem is to be successfully solved and the agricultural industry maintained in a prosperous condition.

The Scotch farmer in the past has been noted for his intense conservatism and indisposition to adopt modern methods until almost driven to it. In recent years, however, he has begun to take a keen interest in every new invention, and when shown its practicability has not been slow to adopt a new idea. At present, when labor and horses are scarce, more attention than usual is being devoted to labor-saving devices, including motor tillage. The Highland Agricultural Society recently arranged a motor-plow demonstration, the first of its kind in Scotland, which attracted a great crowd of farmers and farm laborers. [See also an account of a motor-plow demonstration in Scotland in *COMMERCE REPORTS* for June 8, 1915, and of mechanical potato-planting trials in the issue for Apr. 10, 1915.] The trials were highly successful and created a most favorable impression. The machine used displaced four horses and one man, and is easily adaptable to other tillage operations, such as grubbing and harrowing, and can also be used as a stationary engine for chaff cutters and other farm machinery. The practicability of the motor plow is now recognized by most of the Scottish agricultural societies. Already in one of the districts in the Lothians four motor plows have been introduced—all since the war began. The direct cause of the introduction of at least two of them was the shortage of men and horses. These reasons would not, however, have been sufficient in themselves to account for the departure had the mechanical plow not been a practical proposition and suitable to the conditions existing in this country.

[A similar need in England of farming machinery was reviewed in *COMMERCE REPORTS* for May 24 and 25, 1915.]

THREE MONTHS' TRADE OF BRAZIL.

[Willeman's Review, May 11.]

The foreign trade of Brazil during the first quarter of 1914 and 1915 was as follows: Imports of merchandise, \$60,135,000 from January to March, 1914, and \$28,313,000 from January to March, 1915; imports of specie, \$58,000 and \$44,000; exports of merchandise, \$77,266,000 and \$68,949,000; exports of specie, \$12,818,000 and \$9,261,000; total, \$150,277,000 and \$106,567,000.

The quantity and value (f. o. b. Brazil, including export duties) of the leading exports during the first quarter of 1914 and 1915 were as follows:

Articles.	1914		1915	
	Tons.	Value.	Tons.	Value.
Cotton.....	13,395	\$3,986,000	1,926	\$448,000
Sugar.....	6,909	297,000	18,757	1,217,000
Rubber.....	12,473	14,259,000	11,395	10,677,000
Cocoa.....	13,556	3,290,000	9,682	3,071,000
Coffee.....	3,276	44,110,000	4,856	45,599,000
Hides.....	7,866	2,472,000	7,331	2,229,000
Tobacco.....	6,284	1,776,000	3,694	837,000
Yerba mate.....	13,702	2,083,000	16,613	2,059,000
Skins.....	687	803,000	807	682,000
All other articles.....		4,190,000		2,160,000
Total.....		77,266,000		68,949,000

* Bags.

TRANSPORTATION OF FREIGHT VIA ARCHANGEL.

[Consul General John H. Snodgrass, Moscow, Russia, June 3.]

The Moscow Exchange Committee has received information from the Ministry of Trade and Industry that the unloading of private shipments at the port of Archangel is not strictly prohibited, but that they will doubtless meet with many difficulties. In view of the enormous quantity of shipments for the Government all deep-water docks and storage area, as well as auxiliary vessels, will be taken up by the Government, as preference will always be given to Government goods.

Moreover, it will not be possible to secure the required facilities for transporting goods from Archangel to the interior of the country, as the river barges and steamers will be to a great extent taken up by Government shipments.

In issuing this information the ministry indicates the necessity for private firms to use routes that are in a better position to transport private goods.

BRAZILIAN COFFEE SITUATION.

[Willeman's Brazilian Review, May 18.]

The amount of coffee cleared this season to May 6 at Rio and Santos was 11,565,223 bags and its value, \$115,154,559. Assuming 1,322,078 bags as the amount to be cleared to the end of June (same as last year) and its f. o. b. value to be \$13,269,490, the Rio and Santos crops would give a total of 12,887,301 bags this season and f. o. b. value of \$128,424,000, as against 13,954,183 bags and \$195,176,300 for last season.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

Food products, leather, paper, coal, etc., No. 17419.—An American consular officer in Brazil reports that a business man in his district desires to represent American manufacturers and exporters of wheat flour, kerosene, cod-fish, lard, preserves, hams, salt meats, leather for the manufacture of shoes, hops, barley, and other ingredients for brewing beer, cottonseed oil, chemicals, paper and stationery, printing paper, coal, cement, fresh fruits, and aniline dyes for cotton goods. Bank references are given.

General agency, No. 17420.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in Cuba stating that he desires to represent American manufacturers and exporters. He does not specify any particular line. He states that he has been in business for 35 years and has extensive knowledge as to the commercial requirements of the United States and Cuba.

Printing machinery, No. 17421.—An American consular officer in Siberia reports that a director of an observatory informs him that he desires to equip his bureau with printing facilities and desires to purchase the requisite machinery at a cost of about \$1,500 to \$2,000. Prices should be stated in rubles, c. i. f. destination, if possible. Correspondence should be conducted in Russian or German.

Generator, No. 17422.—Tenders are invited for the supply and delivery at site in Melbourne, Australia, of one 1,000-kilowatt direct-current generator with field regulator and accessories, one liquid starter with accessories, together with one spare set of carbon brushes and one spare field coil for generator. Tender forms, with specifications, etc., may be obtained from Messrs. McIlwraith, McEachard & Co., Pty (Ltd.), agents for the Melbourne City Council, Billiter Square Buildings, London, E. C., England, at a cost of \$1.22 per copy. Tenders should be addressed to the Chairman, Electric Supply Committee, Town Hall, Melbourne, and should be received by him on or before August 11, 1915. The Bureau has no further particulars relative to this opportunity.

Photographic supplies and materials, No. 17423.—An American consular officer in Brazil reports that an American has departed for the United States for the purpose of establishing commercial relations with American manufacturers of photographic materials and supplies. It is stated that he is familiar with this business. He states that he desires to purchase for cash. His address while in the United States may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.

Viaducts, No. 17424.—The acting British consul general at Bangkok, Siam, reports that tenders are invited by the Siamese Royal Railway Department, Broad Gauge, Bangkok, Siam, for the supply of three steel viaducts. Sealed tenders, marked "Tender for viaducts," giving price per ton c. i. f. delivered on railway wharf at Bangkok, will be received until October 29, 1915, by the Director General, Royal Railway Department (Broad Gauge), Bangkok, at which office copies of specifications and drawings may be obtained on payment of \$3.77. The bureau has no further information relative to this opportunity.

Fire insurance, No. 17425.—A firm of general import and export merchants in China informs an American consular officer that it desires to communicate with American fire insurance companies with a view to securing a fire insurance agency for that district. A copy of the tariff and other regulations governing fire insurance companies in that district may be had on application to the Fire Insurance Association, Hankow, China.

Balances, etc., No. 17426.—The British consul at Cairo, Egypt, reports that tenders will be received by the Ministry of Public Works for the supply and delivery of balances and weights required by the Postmaster General, Alexandria. No date for the receipt of tenders is stated. The tenderer must be a person residing in Egypt or must have a representative in that country, and must have an address in Egypt, so that notices may be served upon him. Tenders must be made out on the proper forms, which, with copies of the specifications, may be obtained from the Central Stores Department, Alexandria, Egypt. The bureau has no further information relative to this opportunity.

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MORATORIUM IN BOLIVIA.

[Cablegram from American Ambassador John D. O'Rear, La Paz, July 2.]

Moratorium law extended to December 31.

NEW VESSEL FOR THE COAST AND GEODETIC SURVEY.

In accordance with announcement in *COMMERCE REPORTS* for June 7 plans and specifications for the new Coast and Geodetic Survey vessel, the *Surveyor*, were sent to prospective bidders on June 30. Bids will be opened at the office of the Coast and Geodetic Survey at Washington, D. C., at 2 o'clock p. m., August 10, 1915, and at the suboffice of the Survey, room 310 Customhouse, San Francisco, Cal., until 11 o'clock a. m. of the same day.

For further particulars address the Superintendent of the Coast and Geodetic Survey, Washington, D. C.

SWEDISH BUDGET ESTIMATES.

[American Minister Ira N. Morris, Stockholm, May 31.]

The Ways and Means Committee of the Riksdag estimates that the income of Sweden for the coming year will total, in terms of United States currency, \$58,964,020, income and property taxes contributing \$10,452,000 of this sum; contributions from real estate and income, \$415,400; grants for certain rights and privileges, \$80,400; war conjecture tax (calculated at \$1,929,600 by the King), \$2,412,000; stamp tax (including \$1,661,600 inheritance tax), \$5,092,000; tonnage dues, \$241,200; customs duties, \$19,724,800; sugar tax, \$5,896,000; tax on manufacture of brandy, \$4,556,000; tax on punch, \$536,000; malt tax, \$1,447,200; dues from sale of brandy (calculated at \$4,690,000 by the King), \$4,422,000; tobacco tax (the King had suggested \$2,787,200), \$2,572,800; postage dues, \$1,116,220.

MINERAL-WATER TRADE IN 1914.

The annual report on the production of mineral water in the United States, which has just been compiled by the United States Geological Survey from reports received from spring operators, shows that 54,358,466 gallons of mineral water, valued at \$4,892,328, were bottled and sold in 1914. The water was marketed for both medicinal and table use and ranged in composition from the purest of table beverages to the strongest mineralized waters in the country. In addition to this quantity, 6,261,743 gallons of mineral water were consumed in the manufacture of "soft drinks." The latter quantity does not begin to represent the entire production of soft drinks but only that part made from mineral waters, by far the greater part of the flavored drinks being compounded with municipal or private supplies not classified as mineral waters. Though 78 new springs reported production, a large number hitherto active were idle, so that the total number of commercial springs was 829, or 9 less than in 1913. The total production in 1913 was 57,867,399 gallons, valued at \$5,631,391; thus the decrease in 1914 was 6 per cent in quantity and 13 per cent in value. Similar decreases in the trade have been observed since 1911 and may be attributed chiefly to general improvement in the quality of municipal supplies, because of which the necessity of purchasing bottled drinking water has been lessened. During the last 10 years the introduction of safe filtered water into several large cities has been followed by notable falling off in business of table-water producers in the immediate vicinity.

Cheaper Mineral Waters.

Another change that has been taking place since 1906 is the drop in the price per gallon, from 17 cents in 1906 to 9 cents in 1914. This has been due partly to decrease of price of individual waters, but mostly to increased sales of low-priced table waters and decreased sales of high-priced mineral waters reputed to have peculiar medicinal properties. The value of table waters sold in 1914 was \$3,593,861, while that of medicinal waters was \$1,298,437.

Imported Waters.

The total imports of mineral water during 1914 amounted to 2,786,142 gallons, valued at \$857,707, a decrease of 17 per cent in quantity and 10 per cent in value from 1913. Though the importations of mineral water have decreased annually since 1911, the drop in 1914 was more than might be attributed to decreased demand for foreign waters, any of which may be duplicated in their essential characteristics in this country. As in previous years, more than two-thirds of the imported water came from France, Germany, and Austria-Hungary. The trade with France increased about 10 per cent and that with Germany decreased about 40 per cent from that in 1913. In spite of war conditions the rate of importation was greater between July and December than between January and June. Mineral water is one natural product for which the United States is not necessarily dependent on Europe, for the great variety of composition exhibited by the mineral waters of this country makes it possible to gain every characteristic therapeutic reaction by use of domestic waters.

PROMOTING FOREIGN SALES OF AMERICAN PAPER.

The United States is the greatest paper-producing country in the world by a very wide margin. In 1909 the total value of the products of the American paper mills was nearly \$270,000,000, and if the rate of increase recorded for a half dozen years previous to 1909 has held good since the present annual production is well over \$300,000,000, and that total is nearly three times the value of the product of the next great producing country—Germany.

As an exporter of paper, however, the United States has not been a very important factor except in such near-by markets as Canada and Cuba, the total value of the paper products sold abroad during the fiscal year 1914 amounting to only \$21,000,000, and even that sum includes over \$9,500,000 for books, music, engravings, etc., not included in the \$300,000,000 worth of products previously mentioned.

In the past our manufacturers have had about all they could do to supply the home demand, and excepting the next-door markets, their attempts to sell paper abroad have been incidental. The war in Europe has been interfering with the trade of some of the principal paper-exporting countries to such an extent of late, however, that American paper makers are now looking into the possibility of establishing good connections in markets that were previously monopolized by European concerns. To throw as much light as possible on the paper trade of the world, the Bureau of Foreign and Domestic Commerce has just issued a report on the subject entitled, "Paper and Stationery Trade of the World." This report, which makes a book of some 450 pages, is made up of reports from American consuls in nearly every country in the world, and for the most part these reports are concerned with trade conditions as they existed previous to the war, thus making it possible for the exporter to determine just the nature of the competition he may expect in any given country when normal times return.

So far the most gratifying increases in paper exports have been to England and Argentina, and the only noteworthy falling off in sales has been to Australia. As a whole the exports of paper proper have shown an increase during the first 10 months of the present fiscal year, although, as might have been expected, the sales of books, music, engravings, and other products that are sometimes included in the total exports of paper have fallen off.

The report may be obtained at the nominal cost of 50 cents from the Superintendent of Documents, Government Printing Office, Washington, D. C. It is designated Special Consular Report No. 73.

JAPANESE SILK-INSPECTION REGULATIONS.

Chargé d'Affaires Post Wheeler has forwarded from Tokyo a translation of the Japanese Regulations for the Inspection of Silk Tissues for Export, the purpose of which is to secure a uniform standard with a view to extending the market for the silk fabrics of Japan. Mr. Wheeler states that American purchases of the silk products affected by the regulations are small at present. The translation will be loaned to those interested by the Washington office of the Bureau of Foreign and Domestic Commerce.

PROGRESS OF THE CANTON-HANKOW RAILWAY.

[Consul General F. D. Cheshire, Canton, China, May 21.]

The Canton-Hankow line was surveyed by William Barclay Parsons, an American engineer, about the year 1892, but the line was subsequently located in quite a different way from that recommended in his report.

The American-China Development Co. began work about 1900, first building the 30-mile branch line running from Canton to Samshui. Work on the main line was not started until 1902. When the American-China Development Co. closed down they left about 10 miles of only partly constructed line. The Chinese took up the work and went ahead slowly until 1906, when they employed some Canadian, Japanese, and other foreign engineers and started work as far as Ying Tak. The line was gradually thrown open to traffic until in 1914 it reached Wu Shek, 120 miles from Canton. The reason for the slow progress that has been made has been due to quarrels between cliques of shareholders and the resulting changes of administration, but the floods, landslides, etc., have also contributed to the delay in pushing the line farther. In a number of places the work was also handicapped by the attitude of the natives, who objected strenuously to the railroad passing over their lands and especially over the graves of their dead.

The line at present is almost completed as far as Shiu Kwan (Chiu Chow), 140 miles from Canton, and it is expected that traffic will be opened with that place about June 30, 1915. The work of the last 20 miles has been delayed about two years beyond the time originally planned on account of heavy rock cuts, tunnels, and troubles with the contractors. The revolution also caused considerable delay in building this part of the line.

Further Extension Work.

Beyond Shiu Kwan station the only work which has been completed is about 3 miles of grading, piers for the bridge over the North River (East Fork) at Shiu Kwan, and part of a long tunnel about 12 miles beyond Shiu Kwan. It is not likely that the Kwangtung Yueh-Han Railway Co. will build any further unless it is decided to open the coal mines north of Shiu Kwan. The country between Shiu Kwan and Leok Cheong (170 miles from Canton) is rough and expensive to build upon, and besides it furnishes little traffic. Beyond Lok Cheong the line runs through very rugged country, will prove expensive to construct, and will have no local traffic until Ping Shek, on the Hunnan border, is reached. It is expected that the Government will take the line from Shiu Kwan to the Hunnan border, and this matter is now being discussed.

The construction of the line now furnished is of fair quality. Eighty-five pound rails of American, Belgian, and Hankow manufacture are used on the main line. The steel girders and trusses are nearly all from the American Bridge Co. and are of the best design and workmanship. Some of these articles, purchased from Europe, are of poor design, and one 200-foot span is very bad.

The locomotives in operation are products of the Baldwin and the American Locomotive companies. Last year five consolidated locomotives were purchased—three from the American Locomotive Co. and two from the Baldwin.

The cars in use on this railway are of many kinds. The passenger cars are mostly of American manufacture, as are also the box cars, although some of the latter are of English construction. It seems likely that the short English cars will soon be rejected and that only the 8-wheel American cars of all classes will be used.

Some steelwork, such as tanks, turntables, warehouses, etc., has been imported from America, and much Oregon pine for false work, ties, etc., has been and is being purchased there, but these articles are usually placed by Japanese, German, or English firms, for the reason that the American manufacturers are not adequately represented at Canton—a matter frequently mentioned in consular reports.

Prospective Traffic.

The passenger traffic represents about 60 per cent of the whole. There is also a good business in the transportation of cattle, firewood, limestone, and other products, such as rice, tobacco, poultry, etc. Later on coal will be brought down, but, as this is anthracite, it will be necessary to establish a market before it can be handled. Salt is sent over the line from Hunnan and the upper North River districts. On the whole, the traffic is satisfactory, and a large increase is expected when the line reaches Shiu Kwan, but the railway can not be expected to pay well until it has been completed to Hankow or Shanghai, when it should be the most important section of the railway and the most profitable in China.

The line is well located, fairly well constructed, very well maintained, and should be profitable if well managed.

If American firms manufacturing steel, lumber, locomotives, cars, and other railway material would deal directly with the Chinese railways it would result in mutual profit to the manufacturer and the railway, which at present goes to middle men. The indications are that American railway material will have a large and increasing demand hereafter, and American firms should prepare to take advantage of this opportunity.

To give an idea of the productiveness of the country through which this railway passes, mules, cattle, pigs, and rice are grown in most all of the districts. Lumber and coal are other industries. The country also yields a considerable quantity of tobacco and poultry of various kinds. At a place called Ho Tow there are large limestone hills. This is called the "limestone district." There are also a great many mines, some supposed to produce silver and perhaps gold. In fact, the upper portion of this line leading toward Hunan is said to be very rich in mineral wealth.

INCREASED COST OF LIVING IN LARGE CITIES OF JAVA.

[Consul Bradstreet S. Bairden, Batavia, May 5.]

A statement prepared for Batavia and other large cities of Java shows the comparative costs of living at the close, respectively, of 1910 and 1914. There is a big increase, due principally to higher house rents, which have also advanced between December, 1914, and the present time. Some of the larger houses in good neighborhoods, formerly renting at \$150, now bring \$175 per month.

Miscellaneous expenses for small articles, general cost of living, and clothing are now from 25 to 30 per cent higher than a year ago.

CHANGES IN VENEZUELA'S FOREIGN TRADE.

[Vice Consul Edward B. Cipriani, La Guaira, June 1.]

As a result of the European war, Venezuelan trade showed a marked decrease during the last six months of 1914. Imports from January to June amounted to \$8,824,863, and from July to December to \$5,162,594; exports from January to June amounted to \$14,557,791, and from July to December to \$6,960,801, showing decreases in both branches of trade during the war.

Germany, during the first half of 1914, sold to Venezuela \$1,301,638 of manufactures, and in the second half of the year only \$288,326, a difference in importation of \$1,013,312. The decrease in exports was even greater, Venezuela sending to Germany, in the first six months produce to the value of \$1,716,160, and in the second period to the value of only \$213,503, a difference of \$1,502,657.

Decrease With Belligerent Countries.

With other belligerent countries, the decrease in trade appears in the following table:

Countries.	January-June.	July-December.	Countries.	January-June.	July-December.
IMPORTS.			EXPORTS.		
Austria.....	\$1,435		Austria.....	\$364,286	\$2,284
Belgium.....	140,555	\$15,932	Belgium.....	13,173	
France.....	557,584	220,063	France.....	5,388,943	563,920
England.....	1,812,460	769,809	England.....	320,839	170,889

The total deficit in importation with all belligerent countries amounted to \$2,519,552, while the total deficit in exportation was \$6,852,805.

There were no imports from Austria, Cuba, or Ecuador during the second half of 1914, although these three countries were on the list the first half of that year.

Imports from Neutral Countries.

Venezuelan import trade with Italy alone increased during the second half of 1914, while Denmark, Panama, and British Guiana appeared on that year's list of imports after the beginning of the war. The following import figures are given for trade with four of the neutral countries in 1914:

Countries.	January-June.	July-December.
Spain.....	\$287,296	\$194,300
Holland.....	914,577	513,510
Italy.....	206,537	280,990
United States.....	3,257,191	2,758,253

There were no exports from Venezuela to Belgium, Grenada, Canary Islands, and Tobago during the second half of 1914, but Barbados, Santo Domingo, and Sweden were added to the list during that period. Exports since the outbreak of the war have increased as follows with the countries named: United States, \$120,847; Italy, \$83,954; Curaçao, \$57,776; French Guiana, \$26,953; Porto Rico, \$626; Panama, \$441.

Exportation with neutral and belligerent countries named, and with others, totaled \$11,766,031 in the second half of 1913, and reached \$14,556,791 in the first half of 1914, but dropped to \$6,962,741 during the second half of the same year, showing the heavy decrease in trade resulting from the first five months of the war.

Trade in Latter Half of Year.

The imports and exports for the second six months of 1914 were, for the entire country, as follows:

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
United States	\$2,758,253	\$4,747,251	Trinidad	\$56,511	\$345,219
Germany	288,326	213,503	British Guiana	5,355	5,018
Austria		2,284	Denmark	17,482	
Belgium	15,932		Panama	33,795	636
Colombia	4,337	34,219	French Guiana		46,457
Cuba		193	Porto Rico		4,319
Curaçoa	3,851	230,408	Sweden		1,331
Spain	194,390	319,592	Santo Domingo		1,268
France	220,053	563,920	Barbados		193
Netherlands	513,510	81,465			
England	799,889	170,889			
Italy	280,990	183,606			
			Total	5,162,594	6,960,801

A comparison between 1913 and 1914 in relation to both imports and exports is given in the following figures: Total imports for 1913, \$18,223,103; total imports for 1914, \$13,987,457; decrease in imports, \$4,235,646; total exports for 1913, \$29,483,789; total exports for 1914, \$21,518,592; decrease in exports, \$7,965,197; decrease in total foreign trade, \$12,200,843.

DEVELOPMENT OF RUSSIAN FLAX INDUSTRY.

[Consul General John H. Snodgrass, Moscow, May 26.]

A considerable development of production is being observed in the Russian flax industry. In some concerns the number of spindles has increased by 4.3 per cent, and all flax mills are working at full speed; a number of new concerns are also being established. After the reconstructions and extensions that are taking place, the number of spindles in the Russian industry will be increased by 20,000 or 22,000, which amounts to about 5 per cent of the whole number, and this will cause an increase in the consumption of flax of 4,500 to 5,400 short tons.

In connection with the increased production, there is observed a certain lowering of the average standard of flax thread. Previous to the war the finest flax yarn was produced by Ireland, followed by Belgium and France, Germany, and Russia, the average standard of the Russian yarn not exceeding No. 15. In 1900 77 per cent of the total quantity of linen fabrics manufactured consisted of coarse fabrics, such as sailcloth, crash, canvas, bags and packing material, and only 23 per cent of finer and medium linen cloth and damask. In 1908 the corresponding proportion was expressed by the figures 70.1 and 29.9 per cent, showing a certain increase in the manufacture of finer cloth. However, from the beginning of the war there was a great increase in the demand for coarser and heavier cloths, and the Russian linen industry had to adapt itself to the production of coarser yarn, which in turn causes a greater consumption of flax.

FIRST QUARTER'S TRADE OF TWO CHINESE PORTS.

[Consul Lester Maynard, Amoy, May 18.]

Amoy's trade during the first three months of 1915, in the principal articles only, shows a gain of almost \$100,000 over the corresponding quarter of 1914, based on values derived from the Foreign Chamber of Commerce's statement of quantities and estimated values in accordance with market quotations, when converted to United States gold. These values (relating, as stated, to the principal articles) were:

Months.	1914			1915		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
January and February	\$805,164	\$88,826	\$893,990	\$996,387	\$113,140	\$1,109,527
March	1,246,245	103,259	1,349,504	1,058,082	155,973	1,214,055
Total	2,051,409	192,085	2,243,494	2,054,469	269,113	2,323,582

Chinese Goods Displacing Foreign Wares.

A study of the chamber's import figures discloses the fact that the value of the goods of Chinese origin brought from other Chinese ports considerably increased, as compared with the corresponding quarter of the preceding year, while that of the foreign goods imported from foreign countries declined, resulting in a trifling gain in the total value. A noteworthy feature is the absence of opium importations during the first quarter of 1915, whereas in the like period in 1914 opium to the value of \$97,521 was imported.

Decreases in foreign imports and increases in the importation of native goods is clearly illustrated in yarns, which form one of Amoy's chief imports. Bombay yarns fell from an estimated value of \$117,812 in the first quarter of 1914 to \$81,832 in January-March, 1915; yarns from Hongkong declined from \$20,232 to nil, whereas Shanghai yarns increased from \$57,133 to \$114,909. This applies, almost without exception, to all of the principle articles entering into the import trade of the port and shows the gradual substitution of Chinese made or grown goods for foreign articles.

According to the chamber of commerce statistics, exports for the first three months of 1915 considerably increased over those of the corresponding period of last year. The principal gains appear under paper (which rose from \$32,593 to \$48,756), rice vermicelli (which advanced from \$8,832 to \$22,926), sugar, including candy (from \$54,282 to \$113,647), and tobacco (from \$44,480 to \$66,201).

[A summary of Amoy's export trade with the Philippine Islands appeared in **COMMERCE REPORTS** for June 21, 1915.]

Shipping and Exchange.

In January-March, 1914, 387 vessels, of 555,500 tons, entered and cleared at Amoy, those flying the British flag numbering 206, of 304,430 tons; Chinese, 42, of 45,776 tons; Dutch, 15, of 46,665 tons; German, 8, of 12,772 tons; Japanese, 110, of 138,461 tons; and Norwegian, 6, of 7,396 tons. In the first quarter of the current year no German or Norwegian vessels appeared in port, and the British ships

were fewer in number, the quarter's record being: British, 196, of 261,548 tons; Chinese, 38, of 37,170 tons; Dutch, 15, of 48,538 tons; and Japanese, 116, of 152,202 tons; total, 365 vessels and 499,458 tons.

The value of silver being greatly depreciated, exchange dropped to a very low figure. The demand rate on Hongkong went from par to 6 per cent. As more than half of this port's business in foreign goods is done through Hongkong, and as all foreign exchange is based on the current rate in Hongkong, this payment of 6 per cent to buy Hongkong exchange has been one of the most serious drawbacks to increased foreign importations.

[Consul J. Paul Jameson, Antung, May 28.]

Icebound Harbor Affects Antung's Trade.

Usually the Yalu River opens about the middle of March, but this year Antung was icebound during the entire quarter. Hence there was practically no importation of merchandise from the United States or Europe, as these wares are customarily received by boat through Shanghai.

The statistics show a Japanese monopoly of imports into Antung, the goods being brought in over the Chosen and the South Manchuria Railways. That country supplied all of the plain gray shirting (9,600 pieces) and sheeting (951,731 pieces) and drills (64,428 pieces), and all but 33 pieces of the jeans (Japanese jeans totaling 73,110 pieces); also all of the cotton yarn, sending 2,224,533 pounds, against 1,474,933 pounds in January-March, 1914—during which latter period there were 3,733 pounds of English and 4,000 pounds of Indian yarn imported. There was, however, a falling off in Antung's imports of Japanese cotton cloth, receipts aggregating but 305,454 yards, as contrasted with 1,966,196 yards in the first three months of 1914.

No Flour Received—Gains in Chief Exports.

Bags were imported to the number of 1,139,296, against 334,186 in the first quarter of 1914; rice to the extent of 3,386,933 pounds, against 3,304,666 pounds in January-March, 1914; maize, 329,866 pounds, against 103,066; medicines, \$27,509, against \$1,602; but no flour was received, although 5,058,666 pounds of foreign flour were imported in the first three months of 1914, and there were substantial losses in the quantities of foreign galvanized and other iron and steel, fish, hides, paper, furs, soap, sugar, and timber brought in. The absence of American piece goods, kerosene, and flour was due, as stated, to the icebound conditions prevailing during January, February, and March. None of the customary Chinese sundries imported through the Maritime Customs reached Antung in the quarter under review.

In the export trade all minor articles declined, but the four principal products—bean cake (of which 2,997,333 pounds were exported in the quarter under review, against 1,867,200 pounds in the corresponding months of 1914), beans (4,689,333 pounds, against 2,276,933 pounds), raw silk (164,666 pounds, against 96,533 pounds), and timber—showed good increases. Shipments of wild cocoons, however, amounted to only 133 pounds, whereas in January-March, 1914, these exports totaled 2,272,666 pounds.

STREET PAVING IN BRESLAU.

[Consul Harry G. Seltzer, Breslau, Germany.]

A very casual observation of the street paving in Breslau as well as of street-repair operations reveals, among other evidences of systematic efficiency, the distinguishing characteristic that it is "put to stay." Torn-up streets are such rare occurrences as to be events of noteworthy importance. This is all the more remarkable when the natural features of the city and its surroundings are considered.

Lying almost literally as flat as a floor on both sides of the main stream of the Oder and half inclosed by the old Oder stream at an elevation of but a few feet above high water, the drainage difficulties present quite a problem in themselves. Added to this is the fact that there is no stratum of hard rock or impervious clay to form a natural foundation for buildings or a natural drainage for seepage. Solid concrete foundations, therefore, form a most important part in all street paving.

Granite Blocks the Chief Paving Material.

Granite blocks have been used for 2,059,153 square yards of the city's paving; asphalt, 129,288 square yards; wood blocks, 53,102 square yards; all other materials, 242,429 square yards; or a total of 2,483,972 square yards of paved streets in Breslau. Upon these thoroughfares there are 32.54 miles of municipal-owned street railways and 11.37 miles of privately owned lines. Recent track repairs on one of the principal business streets furnished an opportunity to observe this work.

In this connection it should be noted that street paving and repairs are charged jointly to the city paving and the street railway accounts. The work is let out on contract after bids have been submitted, and the lowest bidder is not necessarily the successful one. Definite specifications show the contractor just what is wanted, and strict inspection of all work assures the city that it is getting just what it expects. Lawsuits for breach of contract or damage suits for inferior and unsatisfactory work are practically unknown. Materials are sometimes supplied by the city and sometimes by the contractor or by separate contractors. The large supplies of good paving granite right here in the Province and the excellent railway facilities account for the great preponderance of this material in street construction. The large cement works in the vicinity of Oppeln also account for the extensive use of concrete foundations in all operations, and there are abundant quantities of good building sand all along the Oder.

Yet this large amount of granite block paving does not necessarily mean noisy streets. In fact, traffic on these streets is almost as quiet as on asphalt. As to durability, there can be no comparison between the two materials.

Car Tracks Laid on Concrete Foundation.

In the tearing-up operation for the above-mentioned repairs, the lasting qualities of the granite-block paving became apparent. With no particular weak point at which to begin, it was necessary to hammer one block to pieces before the rest could be removed. Since all the crevices between the blocks are filled with cement mortar instead of sand, each individual block had to be literally chiseled out of its

place. When enough paving had been removed to make the necessary repairs to the car tracks, these blocks were all carefully cleaned for further use and neatly piled along the tracks and along the pavement so as to offer the least possible obstruction to traffic. The concrete foundation was in perfect order all along the line, and not one square foot of it had to be renewed or repaired. The car tracks are also laid right upon this foundation and no sleepers, either of wood or metal, are used. The tracks, however, are held together by ties placed about 10 feet apart.

When the new tracks were in place and before the repaving was started, a filling of thick cement and sand mortar was placed along both sides of the rail web between the upper and lower flanges, so as to leave no space between the paving blocks and the tracks. The paving was then replaced, square between rails and diagonal between the outer rails and the curb. Before resetting the blocks, the old sand was removed and screened to eliminate all bits of broken stone and mortar and then replaced.

Cement Mortar Used as Filling.

The paving blocks themselves are carefully dressed so as to have one side smooth. This side, of course, is turned up. The camber is such as to secure the best possible drainage without any large accumulation of water. Inasmuch as the surface is very flat, there are often three or more sewer inlets in one city square. When a section of blocks has been laid water is poured between the crevices and each block is solidly tamped into place. The crevices are then filled to the top with a thin cement mortar which not only binds the blocks together but incidentally fills up any irregularities in the sand bed. The advantages of this cement mortar filling over sand are further emphasized by the fact that it makes a smooth surface with the top of the granite blocks and thus prevents the noise and rough riding so common on ordinary block paving. At the same time it makes less dust than sand filling in dry weather and provides perfect drainage in wet weather.

With all this thorough attention to details, it will be admitted that the work is necessarily slow in comparison with American practice. But when its lasting qualities are considered and when the practical elimination of constant repairs is desired, it must also be admitted that street paving done well in the beginning is work well done for the future.

NEW BRAZILIAN MINING LAW.

Consul General Alfred L. Moreau Gottschalk has forwarded from Rio de Janeiro an exhaustive analysis of the mining law of Brazil promulgated January 6, 1915. This analysis, which covers 30 manuscript pages, treats, as regards mines in general, of (1) general provisions; (2) the ownership of mines; prospecting and mining; (3) rights of way and rights of use; (4) mining inspection; and, as regards mines which are the property of the Federal Government, discusses (1) prospecting and the concession of mines; (2) the inspection of mines; (3) fees; and (4) general provisions and transitory provisions. The manuscript may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

INCREASED RUBBER YIELD IN MALAY STATES.

[Vice Consul Caspar L. Dreler, Singapore, Straits Settlements, May 12 and 13.]

Figures from the list of rubber estates throughout the Federated Malay States, with their production for 1914, the amount of increase over their estimates, and the rate of increase in production over 1913, show that the rate of increase runs from 9 to 77 per cent. Estates vary considerably, with very few, however, showing a percentage under 20 per cent, while 77 per cent is unusually high, the average being about 25 per cent.

The yield per acre varies from 230 to 447 pounds, the prevailing figure being between 300 and 350 pounds per acre.

Serious Destruction by Storm.

Severe storms have in the past wrought such destruction to rubber trees in the Klang district as to open up new uncertainty of rubber investments. The Tin and Rubber Journal of Malaysia states that for the first time there has been destruction by storm on such a scale that it could seriously be said to affect the financial position of estates. The losses sustained are reported to be heavy, and even if it is assumed that they are overestimated at \$1,200,000, each estate will be seriously handicapped.

In the days of the rubber boom people got into rubber with inflated ideas. The industry has had one or two setbacks since the boom, and economic views had to undergo some modification, but there was still retained a basis of anticipated high returns, which probably has been detrimental to the industry.

Great Increase in Area Planted.

Developments in the rubber industry in Malaya are indicated by figures quoted from Mr. Herbert Wright's book on Para rubber. In 1897, estates in Malaya were compressed into 350 acres. Ten years afterward they had increased 360 times. In 1902, less than 7,500 acres had been planted. Five years later seventeen times that amount was under rubber. Nearly all this was virgin jungle prior to its being planted with rubber, and had to be cleared before any planting operations could be begun.

In 1906 there was a tremendous development. The demand for rubber was enormous and speculators rushed to put land under cultivation. It is stated that in this year alone 150,000 acres were alienated for rubber cultivation. The next year this growth was increased to 179,227 acres, and in 1908 to 241,138 acres, 1909 and 1910 having increases of 292,035 and 400,000, respectively.

A pamphlet issued by the Malay States Information Agency points out that in 1911 the total acreage under rubber was 542,877, while in 1912 it reached 621,621 acres, and at the end of 1912 there were 1,055 rubber estates of over 100 acres in extent, the average yield per acre being 250 pounds.

Industry Protected by Government.

These figures give an indication of the money that has gone into the industry and of the position it has attained in the economic system. It is protected by the Government.

The disaster which befell the estates in Klang probably will be better overcome on the present sounder economic basis than otherwise would have been the case. It does not mean, however, that the companies will not suffer considerably, but merely that they will be better able to weather future storms.

RAW JUTE UNLOADED RAPIDLY AT SCOTCH PORT.

[Consul E. Haldeman Dennison, Dundee, Scotland, June 18.]

The great bulk of the commerce of this port is with the Scandinavian, Continental, and Indian ports in the importation of wood, food-stuffs, and raw jute, the last of which forms the basis of Dundee's principal industry. It is brought here in large quantities, about 1,000,000 bales, of 400 pounds weight each, being used annually. It is therefore a matter of importance that the large vessels carrying this merchandise should be discharged with the least possible delay, and the efforts of the harbor authorities to this end have met with success in the "hydraulic jigger." These machines are 5-hundred-weight movable jigger hoists. They have rams $7\frac{1}{2}$ inches in diameter, with 2 feet 2 inches stroke, and by means of multiplying sheaves and drums can lift a full load 50 feet at the rate of 12 feet per second.

The pressure pipes are laid under the deck planking of the wharf, and have numerous jigger connections conveniently placed. The average quantity of water used at each lift is about 3 gallons, varying, of course, according to the depth of hold.

Stage Runs from Wharf to Hatchway.

A stage on trestles runs from the wharf to the steamer's hatchway. The bales are hoisted by a hemp rope passing from the jigger drum over a pulley on the ship's derrick and are received by a man and pulled to the stage. Sliding to the wharf, they are wheeled to the transit sheds, weighed, and loaded on lorries by the harbor porters.

Capacity of Jiggers in Discharging Bales.

These jiggers are capable of discharging 85 bales of 400 pounds each in a quarter of an hour, or 340 bales in an hour. It is not, however, possible to maintain this rate continuously for any length of time. An ordinary rate is 170 bales per hour, so that a steamer with eight jiggers working could discharge 1,360 bales per hour.

In a recent instance a cargo of 33,000 bales was discharged in 32 hours, including stoppages and broken time, and on a previous occasion a cargo of 45,000 bales was discharged in 44 hours.

Another advantage claimed for this method of discharge is that the loading, selection, and separation are all done on the quay. As each bale is landed the porter wheels it at once to the place assigned in the shed for its particular mark. The harbor trustees charge 2 shillings per 100 bales for the use of these jiggers, which are used only for discharging jute.

[Photographs showing the hydraulic jigger in operation, and others showing the interior of a jute shed and a lorry loaded with jute, may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

AMERICAN BUSINESS ENTERPRISES IN RUSSIA.

[Consul North Winship, Petrograd, May 29.]

According to the decision of the Russian Council of State, confirmed by the Emperor June 25, 1904, United States companies and other commercial and trading associations enjoy full rights in Russia, including the right to legal defense according to Russian law. No matter what the origin of foreign companies, including American companies, they are recognized and defended by Russian law if they maintain offices in Russia and transact business with Russian subjects. This recognition under the Russian law, however, does not give them the right to trade in Russia without the permission of the Russian Government.

While all dealings of such companies and associations with Russian subjects are covered by the Russian law, the internal affairs of such companies, such as disputes between partners or stockholders or between stockholders and the company itself, if the branch office is made plaintiff, are under the jurisdiction of the Russian courts, but are to be decided according to the laws of the country in which the company was formed. (Code of Civil Legal Procedure, Art. 224.)

A branch office must purchase a trading patent or license in the Merchants' Guild and can then operate freely in Russia. The price of these licenses varies from \$50 to \$250.

Requirements for Real Estate Permit.

If a company intends to start operations in Russia as a regular industrial enterprise and desires to have the right of acquiring or leasing real estate, permission must be obtained from the Ministry of Trade and Industry. The petition for such permit must be approved by the Minister of Trade and Industry and the Council of Ministers, and then confirmed by the Emperor. The applicant is then informed that his petition has been granted and the statutes of the company are published in the Collection of Governmental Orders and Laws, and take effect upon publication. Such a petition should be accompanied by two internal-revenue stamps of 1.25 rubles each (\$0.64). The draft of the statutes must bear a 1.25-ruble stamp on each sheet. [Temporarily instead of 1.25 rubles for the stamps on the petition and on each sheet of the draft stamps of the 2-ruble (\$1.03) denomination must be attached.]

The above petition must contain the following statements:

- (1) The name of the company and the purpose of its operations in Russia.
- (2) The amount of the sum assigned for the maintenance and conduct of the company's business in Russia.
- (3) A pledge that the company will comply with all the laws and regulations governing the operations that they are to undertake in Russia, now in existence or hereafter to be promulgated, and also to comply with the rules concerning direct taxes and such laws and regulations as may thereafter be promulgated regarding direct taxes.
- (4) That the company will purchase or lease property under the provisions of the general laws in force or to be promulgated and particularly according to the supplement to article 830 (note 2), vol. 10, of the Code of Laws, edition of 1899, exclusively for the needs of the company, on certification by the local authorities that such real estate is necessary.
- (5) That all payments due to the company and the value of all the company's real and movable property will be applied primarily to the extinguishment of claims arising from the company's operations in Russia.
- (6) That a special responsible agent will be appointed to manage the company's affairs in Russia, and that he will be given the power and authority

from the company necessary to make him the legal agent of the company. Such an agent must respond in the company's name in all lawsuits in which the company may be made defendant in Russia and decide all questions without delay and in the name of the company which may arise either on the initiative of the Russian Government or on the initiative of private persons or persons employed by the company's branch, including workmen.

The company must inform the Minister of Trade and Industry whom it intends to appoint as such agent and where the agent will maintain his residence. The same information must be conveyed to the authorities of the Province (gubernaya, oblast) wherein the company's office and agent will be located, as well as the same authorities in the Province wherein the company's real estate will lie, and also the tax offices. The same information must also be published in the Governmental Messenger and the Messenger of Trade and Finance, as well as in the papers of the two residence cities, Petrograd and Moscow, and the provincial papers where the offices or real estate of the company is situated according to the rules laid down for such publications. Similar information and publication are required in case of any change in the company's agent or place of residence. The bookkeeping for all the company's operations in Russia must be maintained in the offices of the responsible agent.

According to articles 471-473, 476, and 479 of the Code of Laws, volume 5, edition of 1903, concerning direct taxes the responsible agent must (a) present the company's yearly report in duplicate to the Ministry of Trade and Industry, Department of Commerce, and in quadruplicate to the tax office of the district wherein the responsible agent resides within two months from date of the company's annual meeting at which the yearly report was accepted. At the same time full accounts and balance sheets of the company's operations in general, and of the company's operations in Russia in particular, together with a copy of the minutes of the meeting at which the report was accepted, must also be presented to the above authorities; (b) publish in the Messenger of Trade and Finance extracts from the company's yearly report. These extracts must show the company's capital, the funds designated for maintenance of the company's operation in Russia, the reserve funds, etc., the profit and loss accounts for the Russian branch, and the amount of net profits of the Russian branch; (c) furnish to the local tax office all additional information that may be required to verify accounts, under penalty for noncompliance according to articles 473 and 533 of the Regulations Concerning Direct Taxes; (d) in the cases mentioned in article 479 of the above regulations the company's branch must open its books, vouchers, and files to the inspection of the tax office to establish the amount of net profit.

(7) A pledge that the company agrees to be bound by the decisions of the Russian courts in all cases of dispute between the company and the Russian Government, or between the company and private persons, provided that such disputes arise from the company's operations in Russia.

(8) That the company's activities in Russia will be strictly limited to the aims mentioned in paragraph 1; to amalgamations with other similar companies or enterprises; to either increasing or decreasing the company's total capital or the amount thereof allotted to maintain the company's operations in Russia; to issuing bonds; to changing the operative year, for which permit must be obtained from the Ministry of Trade and Industry.

(9) To inform the Ministry of Trade and Industry by letter of any changes in the statutes of the company that do not affect the conduct of the company's business in Russia; similarly, to inform the Ministry of Trade and Industry of the company's intention to liquidate.

(10) A pledge that if the company should cease its operations in Russia it must comply with all the laws in force or thereafter to be promulgated regarding liquidation of its affairs in Russia.

Expenses—Foreign Managers—Representatives.

Regarding the establishment of such a concern in Russia and the lawyer's fees for procuring the necessary permit from the Ministry of Trade and Industry and other expenses involved, no exact figure can be set; but they run from \$250 to \$500.

If foreign capital is invested in a Russian enterprise, a manager representing the nationality of the capital may be appointed, and the manager may have assistants of the same nationality. It is also

possible to have a foreign manager and staff, even if no foreign capital is engaged in the business.

The right to own real estate in Russia must be obtained by foreigners from the Minister of the Interior in each case, and the minister fixes the exact amount and location of such real property.

Commercial travelers are described by the Russian laws as follows: "Persons who take orders for goods and trade in goods on account of their principals." Such representatives should in all cases be supplied with a power of attorney to buy or sell in the name of their principals and the power of attorney should be viséed by a Russian consular officer in the United States. Foreign commercial firms may employ traveling representatives on payment of a commercial tax of about \$75 yearly. In case a renewal license is taken out it may be taken for a half year. These traveling representatives pay a personal tax amounting to about \$25 per annum, or half that amount for a half year.

Representatives or members of a firm may travel in Russia to study the market without paying a tax and need only an American passport properly viséed by a Russian consular officer in the United States.

Resident representatives and agents (*Torgovye posredniki*), who do not travel for orders but obtain orders throughout Russia for foreign firms in their own names and who have no office establishment or clerks, must provide themselves with personal trading licenses of the fourth class, which cost \$17.50 each in Moscow and Petrograd and range from \$5 to \$12 in the towns and cities of the Provinces. Should the agent take an office and employ clerks or maintain a warehouse or store, still buying and selling in his own name, he must pay \$250 for a trading license.

Samples—Store Rent—Fees Paid by Stock Companies.

Commercial travelers who are identified by the firms for which they are working are allowed to bring with them samples and models, but not goods. Articles ordinarily dutiable are admitted free of duty when imported by merchants or commercial travelers as samples or models, and are likewise allowed to be reexported free of duty on condition that they are reexported within one year, provided that the articles imported or reexported are of a legitimate character. To avail themselves of this privilege, commercial travelers must produce their licenses to the customs authorities while the goods are still in the customhouse. The reexportation of the samples must be guaranteed by the deposit of a sum equivalent to the duties to be levied on them at the customhouse through which the samples enter Russia, or a corresponding bond must be given. Should the date fixed for the reexportation of said samples expire before they are reexported, the money deposited as guaranty is claimed by the Government.

The rent of a store on the Newsky prospect in Petrograd amounts to \$5,000 to \$15,000 annually.

The founder of a stock company to be organized in Russia is generally supposed to be a Russian, though there have been exceptions to this rule. A stamp duty of \$5 per \$500 of capital must be paid immediately on confirmation of their status, and the Government charges 25 kopecks (\$0.13) for printing each share. The expenses

of engraving, amounting to about \$100, are also paid by the company.

Stock companies organized in Russia, i. e., Russian companies, pay a tax of 15 kopecks (\$0.08) on each \$50 of the capital in stocks (increased during the continuance of the war) and from 3 to 6½ per cent on the net profits, according to the amount. Employees, members of the board of directors, and officials pay an industrial tax amounting to 2 to 3 per cent of their salaries. Minute and complicated insurance fees are to be paid for each workman employed, and no workman can be discharged without two weeks' notice. All fines levied on workmen for carelessness or drunkenness accrue to a fund under the supervision of the district factory inspector.

THE TESTING OF RUBBER GOODS.

The Bureau of Standards, Department of Commerce, is about to issue the third edition of a circular on the testing of rubber goods, which will be free on application. This publication, which has been very much enlarged, is fully illustrated and describes in detail the method of procedure in conducting physical and chemical tests of rubber. The testing machines and apparatus developed at the Bureau of Standards greatly facilitate the testing of rubber, and the object of this circular is to assist manufacturers and consumers in establishing standard specifications and standard methods of test. The subject matter proper is introduced by a brief outline of the processes through which rubber passes before reaching the factory, followed by a short description of the usual processes of manufacture, which include washing, drying, compounding, "making-up" various articles, and vulcanizing. The physical tests most commonly employed are explained very thoroughly. These include tests for tensile strength, ultimate elongation, and elasticity. Conditions affecting the results of tests are discussed at some length, and experimental data are given to show the necessity of a standard procedure in testing.

A general discussion of the chemistry of rubber is followed by a brief explanation of the object of each of the analytical determinations that are commonly made. After this there are given in detail the methods in use at the Bureau for each of these determinations. They are not entirely original, but have been compiled from the various publications on rubber analysis, from the information gained through the routine testing of rubber goods for delivery on Government contracts, and from cooperative research with various scientific organizations.

The tentative method of analysis and specification for 30 per cent Hevea insulation compounds, adopted by the joint Rubber Insulation Committee, and next given.

A bibliography listing the more important books and journals devoted to rubber and the Bureau's regulations regarding the testing of rubber goods conclude the circular.

American bitulithic paving material is to be used in the paving of Antofagasta, Chile.

IMPROVING TRADE PROSPECTS IN YUNNAN PROVINCE.

[Consul General George E. Anderson, May 20.]

In a general way trade prospects in southern China seem to be improving. Conditions along the West River in Kwangsi Province are reported by Chinese middle men as considerably improved over what they were three months ago. There is an improved demand for cotton piece goods, and some of the considerable stocks on hand in Hongkong are being absorbed by this up-river trade. Cotton yarn prospects also are improving. The kerosene trade is somewhat improved, though piracy has been interfering with it to a very material extent.

New Enterprises Will Call for Construction Material.

In Yunnan Province correspondents report considerable activity in prospect. A waterworks system for Yunnanfu is now being seriously considered and a proposition from a Hongkong firm (She-wan, Tones & Co.) seems likely to be accepted. It is proposed to spend about \$300,000 local currency, or about \$132,000 gold at present exchange, upon the initial enterprise. Of this capital the Government will furnish one-third and private capital two-thirds.

Tali-fu is agitating for an electric-lighting system, and a Chinese company is being formed to furnish it. So far capital is somewhat reluctant to come forth, but, inasmuch as the city is an important one, and other Chinese cities in the Province are enjoying satisfactory electric-light services with profit to all concerned, it seems probable that the new concern will be effectively organized. Modern bridges are being called for in various parts of the Province, and Hongkong firms in a position to bid on such work have a number of propositions under consideration. However, in view of high freight rates and the increased cost of all structural steel, it is doubtful if any such work will be done for the present.

Status of Other Promising Development.

Nothing further has developed concerning the railway to the Koshiu tin mines. Chinese capitalists concerned are ready to take some advanced action, but the situation is more or less completely in the control of the French authorities in Indo-China through the French Railway into Yunnan, and the transit charges on all materials imported from countries other than France and passing through Indo-China. At present the Chinese are indisposed to give in to French demands and are again turning to the development of the proposed railway route from Yunnanfu to the head of navigation on the West River near Po-seh.

In general the condition of the Province is reported as prosperous. The spring harvest is reported eight-tenths good. There is increased production of cotton over considerable areas. Some opium is still cultivated in remote places in spite of the inhibition of the crop by the Government at Peking. There is considerable interference with the trade of the Province by the war. The export of antimony, copper, and spelter is practically stopped because, as contraband of war, the French authorities will not transport them through Indo-China except for themselves and at substantially their own prices. The export of tin is also interfered with in the same way, though the export is continued by special arrangements, including the permission necessary to reexport it from Hongkong after refining.

SILESIAN INDUSTRIAL NOTES.

[Consul Harry G. Seltzer, Breslau, Germany, June 14.]

Rebuilding of Gristmill Opposed.

The Amrand gristmill, one of Breslau's oldest and most famous establishments, was burned to the ground on the night of March 19. Opposition to its rebuilding has developed, it having been suggested that the site be used instead for a new municipal electric plant and another bridge across the Oder to relieve the congestion of traffic at this point.

Satisfactory Year in the Sugar Industry.

The board of trustees of the Zuckerfabrik Fröbeln A. G., in session at Breslau June 10, resolved to propose to the general session to be held July 12, (1) the writing off on plant of \$47,838, as against \$33,082 in the preceding year; (2) the distribution of a 16 per cent dividend, against 11 per cent in 1914; (3) the increasing of the reserve fund by \$17,850, against \$9,520; and of (4) the officers' and workmen's compensation fund by \$4,760 (or just double that of the preceding year) and (5) the carrying forward of \$16,184, against \$2,618 in the preceding fiscal twelvemonth.

Upper Silesian Cement Industry.

The demand for Upper Silesian cement and lime has recently become more lively and sales have considerably increased over previous months. This is largely due to rebuilding operations in East Prussia. Prices of cement remain the same as last year, while lime is quoted at an advance of 15 pfennigs (3½ cents) per barrel. This is explained by the large quantities of cement and lime now on hand by reason of the loss of most of the export business since the opening of the war.

War Coal Company for East Prussia.

In order to abolish the abuses and irregularities which have manifested themselves since the opening of the war in supplying coal to the inhabitants of East Prussia, a "war coal company" has been organized. Ten of the most important coal-mining and fuel companies of Germany are connected with this organization, each of which is represented on the board of trustees. The company undertakes to procure, forward, and distribute all kinds of fuel to the civil population of East Prussia. The State has given a guaranty amounting to \$1,428,000 for the formation of a joint-stock company for this purpose. Any profits above 5 per cent are to be returned to the Minister of Labor for popular purposes. The headquarters of the company at present are at Lennestrasse 5, Berlin W. 9. Beginning with June 15 the war tariff on all coal delivered to East Prussia will be refunded to the shippers, provided at least 200,000 tons are sent to the same consignee.

WHEAT CROP DAMAGED IN SPAIN.

[Consul Robertson Honey, Madrid, June 13.]

American wheat growers should be advised to watch the market in Spain. The newspapers of Madrid comment on the damage done to the growing crop by the severe rain and hail storms of the past three days.

AGRICULTURAL IMPLEMENTS IN CANADA.

[Consul Henry P. Starrett, Fort William, Ontario, June 15.]

In a country such as Canada, which is essentially agricultural, and the economic well-being of which depends so largely upon the production of its farms, the further development of its land and the resulting increase in the value of its farm products is a matter of vital importance to the progress of its manufacturing and other industries.

The significance of this fact several years ago induced the Dominion Government and the transcontinental railways to undertake the great task of populating the vast stretches of available agricultural land with competent farmers, who would add directly and materially to the primary production of national wealth. Through its immigration agents stationed in foreign countries, particularly in Great Britain and the United States, the Government has succeeded in creating a keen interest in Canadian agricultural possibilities, and the railways have followed up this interest with extensive advertising campaigns and have offered attractive inducements to actual settlers. The result of this combined activity has been a substantial increase in the agricultural population, especially in the western Provinces.

Farm Area and Value of Implements.

Even with this great development, however, of the total area of Canada, amounting (exclusive of Yukon and Northwest Territories) to 977,585,513 acres, only 109,948,988 acres are occupied as farming lands, and of this latter acreage but 48,733,823 had been actually devoted to farming in 1911, or less than 5 per cent of the total area of Canada. In 1910 the value of farm products amounted to \$722,713,962, of which field crops represented \$384,522,795, or 53 per cent of the total. According to volume 4 of the Census of 1911, the total value of all farming implements for that year was \$257,007,548 (in which Ontario, Saskatchewan, and Quebec led, in the order named), or an investment of \$5.27 per acre of cultivated land.

While accurate figures for 1914 are lacking, it is reasonable to suppose, on the basis of the agricultural development which has taken place since 1911, that the total annual purchases of farm implements and machinery exceeded \$30,000,000. The great bulk of these purchases were made in Ontario, Saskatchewan, Quebec, Manitoba, and Alberta. Those conversant with the situation are of the opinion that the greatly increased acreage under cultivation in the west will result in much larger purchases of farm implements during 1915. An agent of one of the largest factors in this trade stated recently that his firm's shipments through Fort William to the west during the early months of the present year averaged over 100 carloads per month, or nearly double the shipments made during the like period of 1914.

American Participation in Canadian Production.

The latest available statistics—those for 1911—show the number of establishments in Canada producing agricultural implements as 77 (54 in Ontario, 13 in Quebec, 6 in Manitoba, 2 in Prince Edward Island, 1 in Nova Scotia, and 1 in New Brunswick), having a total capitalization of \$45,232,098, employing 8,834 workmen, and producing goods to the value of \$20,722,722. It is stated on reliable

authority, however, that the total production has been materially increased since 1911, for in the period under discussion the Canadian west has experienced the greatest agricultural development in its history, and Canadian factories have enjoyed an ever-increasing share of the trade.

That these domestic factories have succeeded in displacing many lines formerly imported from the United States is demonstrated by the fact that, notwithstanding the increased purchases during the period from 1911 to 1914, the importation of these goods has declined from a total of \$4,517,621 in the first-named year to \$3,275,336 in the latter year, a decrease of nearly 30 per cent. In order to meet the domestic manufacturer on his own ground and to avoid the customs duty, certain American manufacturers have established branch factories in Canada and are now making their own products or assembling imported parts at a cost that enables them to meet competition with profit to themselves. The success that has invariably attended these ventures has encouraged the enlargement of present plants and the construction of new units.

Character of the Import Trade.

As stated above, the import trade has been seriously affected by the development of the Canadian factories, and in this respect the outlook for the future is not encouraging. During the fiscal years 1910 to 1914 (year ended Mar. 31) the imports of agricultural implements from all countries into Canada totaled:

Articles.	1910	1911	1912	1913	1914	
					Total.	From United States.
Binding attachments.....	\$156	\$10,022	\$26,327	\$49,319	\$34,539	\$34,539
Cultivators, weeders, and parts of.....	54,392	59,178	67,253	66,292	57,539	57,154
Drills, seed.....	218,765	355,821	349,618	282,563	99,497	99,441
Farm and road rollers.....	31,042	64,305	56,374	81,287	137,611	114,135
Forks, pronged.....	3,553	10,018	5,802	7,277	7,433	5,563
Harrows, and parts of.....	114,586	229,911	143,546	176,853	156,969	156,434
Harvesters, self-binding.....	165,759	115,794	264,800	215,009	336,675	336,675
Hay loaders.....	25,119	25,272	39,643	52,421	24,280	24,280
Hay tedders.....	736	261	4,360	96	163	163
Hoes.....	1,978	1,210	2,332	2,031	2,768	2,387
Horse rakes.....	30,758	26,967	30,448	44,203	41,234	41,234
Knives, edging.....	173	72	93	1,442	229	199
Knives, hay or straw.....	870	4,517	2,311	3,533	5,117	4,933
Lawn mowers.....	22,454	32,412	49,843	56,297	66,069	64,449
Manure spreaders.....	21,750	65,562	27,594	21,749	42,181	42,035
Mowing machines.....	62,978	52,999	79,539	76,699	47,857	47,857
Plows, and parts of.....	945,346	1,993,239	1,352,214	1,393,558	1,012,309	1,012,162
Post-hole diggers.....	2,279	4,368	4,378	4,412	4,506	4,506
Potato diggers.....	32,225	16,767	17,063	65,344	48,667	47,217
Rakes, n. e. s.....	5,555	10,689	3,761	4,994	6,533	6,385
Reapers.....	8,350	60,677	75,455	68,647	38,300	38,300
Scythes.....	10,720	10,569	12,308	12,291	13,773	10,568
Sickles.....	959	1,163	843	619	1,327	360
Snaths.....	306	30	81	38	17	17
Spades and shovels.....	43,771	45,662	31,615	48,422	31,513	11,279
Spade and shovel blanks.....	7,410	5,448	5,774	4,638	1,522	552
Other agricultural implements.....	57,072	83,198	107,500	102,124	92,872	82,021
Parts, n. e. s.....	774,100	1,231,500	1,482,820	1,625,488	964,046	954,196
Total.....	2,643,162	4,517,621	4,243,805	4,467,634	3,275,336	3,199,131

As the foregoing table discloses, the United States furnished over 97 per cent of the total imports in 1914, the balance coming principally from Great Britain. The largest items of this statement are parts imported from the United States by the Canadian factories for

assembling here, and it should be noted that the decrease shown since 1911 means that these parts are being furnished in increasing quantities by domestic factories and foundries.

Methods and Terms of Sale.

The Canadian manufacturer of agricultural equipment pursues practically the same method in disposing of his wares as does the manufacturer in the United States, although there are many differences as to details, due to the varying conditions of the market. As a general rule dealers do not stock heavy machinery, but confine their efforts in this respect to plows and small implements of various kinds. Frequently, however, they act as agents for one or more manufacturers of heavy farm machinery, their compensation then being based on a specified percentage of the selling prices. In this case it is usual for the agent to have one or more sample machines on hand for demonstrating purposes. The commission received by the agent differs with the character of equipment handled and as between different manufacturers; it averages, however, about 15 per cent of the net retail price.

On all such purchases through agents the manufacturer pays the freight to the agency point; and if the goods are sold to the farmer on time (usually from one to two years), the manufacturer retains title to the property and holds the farmer's note for the unpaid balance. On such credit sales the price to the farmer is raised 5 per cent for each year's credit.

On such implements as are regularly stocked by the dealers prices are quoted f. o. b. factory, terms being 5 per cent 30, net 90 days.

Prices and Import Duty.

For the benefit of American manufacturers who may be interested in this field there is forwarded a list of the net cash retail prices (subject to agent's discount of 15 per cent) quoted by a prominent Canadian manufacturer for standard lines of agricultural machinery and equipment. [This list may be obtained by applying to the Bureau of Foreign and Domestic Commerce or its branch offices.]

The Canadian customs tariff provides a duty on cultivators, plows, harrows, horserakes, seed drills, manure spreaders, weeders, and windmills of 17½ per cent ad valorem when coming from Great Britain and 27½ per cent when from the United States. On mowing machines, harvesters, self-binding or without binders, binding attachments, and reapers, 12½ per cent from all countries; and on all other agricultural implements and machinery, not otherwise provided for, 20 per cent when from Great Britain and 32½ per cent when from the United States. These rates include the increases effective February 12, 1915.

LAND FOR SALE IN CATAMARCA.

[Commercial Attaché Albert Hale, Buenos Aires, Argentina, May 12.]

In the Argentine Province of Catamarca, Department of Capayan, 660,000 acres of land are for sale, about 47 miles from the capital of the Province. Two railway lines pass across the land, and there are seven stations on it. It is well suited for cattle and agriculture and has a good supply of water. There are native forests of quebracho and other woods and probably various minerals. The price at which it is offered is 1.50 Argentine paper pesos per hectare (about \$0.23 per acre).

LIBERIA WANTS DIRECT STEAMER SERVICE.

[Chargé d'Affaires Richard C. Bundy, American Legation, Monrovia.]

The present financial situation of Liberia is due to the lack of ships to carry away its produce and to bring in return those articles which are needed but not produced here. [A list of some of the articles needed appeared in *COMMERCE REPORTS* for Jan. 9, 1915.] Relief could take no more practical form than the establishment of a direct line of American steamers calling at Liberian ports. Before the outbreak of hostilities steamship service to Liberia was maintained by English lines from Liverpool and Rotterdam; German lines from Hamburg and Bremen; a Spanish line from Cadiz; and also, by agreement, the English and German lines mentioned operated jointly a direct service from New York to West Africa, and Liberian ports were included in its itinerary.

Simultaneously with the declaration of war all German steamship service to West Africa ceased. This deprived Liberia at one stroke of four-fifths of its shipping facilities. Spanish steamers are said to refuse cargo when it is offered them by Germans or by persons who have bought it from Germans because, it is claimed, such cargo renders the steamers liable to seizure and search, involving delay and expense. The English service has also become badly disorganized, at least so far as Liberia is concerned, and this has contributed its full share toward the creation of acute conditions in the commerce of the country.

At this stage of developments Liberians are not in need of wholesale charity and, as I understand, do not ask or seek it. What they do earnestly desire is neutral shipping facilities that will carry from their ports the thousands of tons of produce now congested there and bring in exchange the things they need. Two American steamers of, say, 3,000 tons, plying between New York and Liberia, would be loaded to their full capacity each way and handsome returns be made on the capital invested in the enterprise. This statement is made with the thought that trade in noncontraband goods between the United States and Liberia can be carried on without interference.

FINE PROSPECTS FOR CHAMPAGNE-GRAPE CROP.

[Consul William Bardel, of Reims, reported from Epernay, France, June 14.]

Reports from 16 of the principal wine-growing centers of that part of the Champagne district which is as yet free from ravages of the war show highly favorable prospects for this year's wine yield.

Few parts of the district suffered from last winter's frosts, and with exceptionally favorable growing weather since the beginning of May, with plenty of sunshine and few storms, the vines have developed so well that the crop is one to two weeks ahead of a normal year. No insects are visible; due to dry weather, mildew has appeared in only rare spots, the leaves are healthy, and the grapes are forming sound and abundantly. It is fortunate for the wine producers that the weather has been so favorable for their vineyards; with the scarcity of labor—most of the work being performed by women whose husbands are under the colors—the usual close cultivation to overcome bad weather would not have been possible.

Barring unforeseen climatic disturbances, the grape harvest can start this year two weeks earlier than normally, and it promises to be very rich in quantity and quality.

SHIPMENTS TO CANARY ISLANDS VIA CADIZ.

[Consul Wilbur T. Gracey, Seville, Spain, June 11.]

The dispatch from this consulate in COMMERCE REPORTS for May 8, 1915, concerning improved steamship service from Spain to the Canary Islands, has resulted in inquiries to this office as to the possibility of shipping tobacco to the Canaries via Cadiz. An investigation made by this office shows that by taking advantage of the new Free Zone regulations of the port of Cadiz goods can be shipped to that port, entered in the free warehouses, and reshipped to the Canaries by steamers of the Transatlantica Line, or of the Compania Internacional de Navigacion de Barcelona, which has agents in Cadiz. The agents of the latter company write me that they will be glad to take charge of shipments made to the Canary Islands via Cadiz, entering them in the Free Zone warehouses and reshipping. Their address is Viuda de R. Alcon y F. Lerdo de Tejada, Cadiz, Spain, telegraphic address "Alcon."

Steamers of the latter line sail from Cadiz for the Canary Islands every five days, the ships in service being the *Delfin*, *Reina Victoria*, and *Estrella del Mar*. The steamer *Hesperides*, of the same line, calls at Seville, as well as Cadiz, every 15 days.

Steamers of the Transatlantica Line leave Cadiz on the 7th of each month for Las Palmas, Canaries, and African coast ports. The steamers of this line on the return trip from Montevideo also stop at the Canaries.

Steamers of Pinillos, Izquierdo y Cia. also have a regular service to South America, stopping at the Canaries on the outward trip.

Announcement of the Free Zone at Cadiz appeared in Daily Consular and Trade Reports for December 31, 1914.

IMPORTS AND EXPORTS OF COPPER.

The following tables show the imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan, during the week ended June 26, 1915.

IMPORTS.

Countries.	Ore, matte, and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	Pounds.		Pounds.	
Canada	97,669	\$5,409	498,064	\$85,883
Mexico	22,264	1,552		
Chile			1,933,250	269,544
Peru	104,980	4,462	1,024,392	172,380
Venezuela	195,000	23,150		
Japan			1,781,212	231,778
Total	419,913	37,573	5,236,918	759,585

DOMESTIC EXPORTS.

Countries.			Countries.		
Pigs, ingots, bars, plates, and old, etc.			Pigs, ingots, bars, plates, and old, etc.		
Pounds.			Pounds.		
Denmark	672,000	\$129,200	Honduras	300	\$60
France	2,477,231	377,262	Panama	301	77
Netherlands	110,499	22,076	Mexico	858	212
Sweden	44,844	8,352	Peru	8,520	591
England	3,859,650	766,433			
Canada	2,504	672	Total	7,171,707	1,294,935

CHILEAN INDUSTRIAL NOTES.

[Compiled from official and other publications by Commercial Attaché V. L. Havens, Santiago, May 26.]

Oyster Beds to be Leased.

The National Government is the owner of the oyster banks, both natural and artificial, in the Bay of Quetalmahue, near Chiloe Island, and is about to rent them at public auction for a period of nine years. It is stipulated that the minimum bid shall be \$250 United States gold, in addition to which there shall be paid \$0.25 per sack of 110 pounds removed from the beds. All the oysters removed will pass through the customhouse of Ancud.

Nail Imports—Bank Deposits—Labor Confederation.

Chile imports about 1,000 tons of wire nails and 2,000 tons of cut nails each year, notwithstanding the fact that there is a very good wire-nail factory located at Valparaiso. The factory imports its supplies of wire.

The deposits in all the banks of Chile on February 28 aggregated \$88,590,000 United States gold, as against a total of \$80,664,000 on December 31 last. This apparent increase is largely due to the rise in exchange values.

A union is expected between the Social Workmen's Congress and the General Committee of Societies of the Republic. This will effect the organization under one head of 400 labor clubs and unions, with a total inscribed membership of 80,000.

Irrigating Canal—Fireproof Curtains.

Two thousand six hundred and forty-five farmers have petitioned the Government to construct the Canal de Lajas for irrigating their land. The canal would be built and interest guaranteed by the Government, but the land watered would be the ultimate guaranty.

The Chilean law requires theaters to have fireproof curtains, but time has been given to install them. There may be a demand for such curtains within a reasonable length of time.

ROUMANIAN PRODUCTION OF PETROLEUM.

[L'Economiste Europeen, June 18; see also COMMERCE REPORTS for May 28, 1915.]

The production of petroleum in Roumania during the first three months of 1914 and 1915 was as follows, in metric tons of 2,204.6 pounds: January, 139,974 tons in 1914 and 168,561 tons in 1915; February, 132,473 tons in 1914 and 137,966 tons in 1915; March, 161,833 tons in 1914 and 162,158 tons in 1915. The increase in production is due to the fact that new wells were opened at the end of 1914 or the beginning of 1915, chiefly in the Baicoi region.

Exportation, after having been resumed on May 11, ceased again on May 25 because of the difficulties encountered on the Hungarian lines. On May 27 a conference was held by the Roumanian Minister of Commerce with the directors of the principal oil companies, at which the most important question discussed was the opening of new depots. This is not easy, because of the lack of tin and the impossibility of importing it. At a second meeting, which was to have taken place on June 12, the companies were to come to an agreement on this subject with the Minister of Commerce.

PALMYRA PALM YIELDS VARIETY OF PRODUCTS.

[Vice Consul John S. Hunt, Calcutta, India, May 15.]

An unusual variety of uses has been found for the palmyra palm tree (*Boressus flabelliformis*), the list being so extensive that every part of the tree has been turned to some use. A Tamil poem enumerates 800 ways in which it may be utilized.

Its five fibers are used in making various products, its timber is valuable, and it contributes to medicine and food supply.

The palmyra palm is tall, with a cylindrical stem. It grows all over tropical India, and is occasionally seen as far north as latitude 30°. It is especially abundant in all sandy tracts near the sea, on embankments around tanks, and in the mixed coconut and date-palm jungles of Bengal. The palmyra forests of Tinneveli form a distinctive feature in the scenery of the Province. The greater part of the Indian export trade in palmyra goes through the port of Madras.

Products Which Are Yielded by Five Fibers.

The five fibers include one about 2 feet in length, which may be separated from the leaf stalks, and is used for making rope and twine and sometimes for paper; a loose fiber, which surrounds the base of the leaf stalk; one called "tár," which may be prepared from the interior of the stem; a coir derived from the pericarp; and the fibrous materials of the leaves.

The leaf fiber is used especially in the manufacture of the basketware of Madras and is put to a great variety of other uses by the natives. Fine strips of the leaves, especially prepared and dyed, are plaited into braids and worked up into fancy boxes, cigar cases, etc. At Diamond Harbor, near Calcutta, hats have for many years been made of this material and sold to European sailors.

A few years ago investigations were started in India with a view to ascertaining to what extent the cord-like fibers of the palmyra might be utilized in brush making, as a substitute for the American "passiaba" fiber and the Ceylon "kittul" (*Caryota urens*), but without much success, apparently, imports into India during the year 1913-14 included 313,070 dozen brushes and brooms, with a total value of \$206,802. The United States participated in this trade with 1,650 dozen brushes and brooms valued at \$4,453. The leaves are used for thatching huts, for making fans, and in Bengal long strips of the leaf are employed by the children as washable slates.

Timber Extensively Used—Medicinal Product.

The timber of the palmyra is the most extensively used of all the palm family. It splits easily, but is said to be able to stand a greater cross-strain than any other known timber. It is used for boat making, water pipes, and various domestic purposes. A small export trade is done in the wood for making walking sticks, umbrella handles, rulers, etc.

In medicine, the juice of the palmyra is used as a stimulant, and when freshly drawn and taken regularly, acts as a laxative. The

root is regarded as cooling, and the ash of the spathe is given for enlarged spleens.

In connection with its use as food it is stated that one-fourth of the inhabitants of northern Ceylon are dependent on this tree for subsistence, and in Tinneveli and various communities of India large proportions of the population are supported by it.

The most important food product is the juice obtained on tapping the flower stalk. This juice may be used fresh as a beverage or allowed to ferment, which it does after sunrise, and then becomes an intoxicating liquor. If this liquor is distilled, it becomes palm wine, and by destructive distillation a good vinegar is obtained.

Produces One of Chief Sugars of South India.

The fresh juice may be boiled down into a sugar called jaggery, which is one of the chief sugars of South India, especially Tinneveli. It is also an important source of sugar in Burma. The tapping does not injure the tree. The toddy drawer, climbing the tree, tightly binds the spathes with thongs to prevent their further opening, and then thoroughly bruises the embryo flower within to facilitate the exit of the juice.

This operation is repeated for several days, and on each occasion a thin slice is taken off the spathe to facilitate the running of the sap and to help prevent it bursting the bound spathe. About the eighth day the sap begins to exude into an earthen pot placed for the purpose. The pots are emptied twice a day, and a coating of lime inside the pot will prevent fermentation.

Four or five quarts per tree per day is the yield for four or five months. Once in every three years the sap-drawing process is omitted, as otherwise the tree would die. The tree begins to yield at 15 years, and continues for about 50 years.

Toddy Juice Sweetens Burmese Bread.

The female tree yields about twice as much sap as the male. Three quarts of this sap make one pound of sugar or jaggery, which is the chief sugar used by the poor classes of India. The sweetness of the Burmese bread is caused by the use of toddy juice as a yeast.

The tree flowers in March, and the young fruits are formed in April and May, ripening in July and August. The seeds are eaten as well as the fruit. A seed bed is prepared and the nuts planted as close together as possible about June or July. At least 50 seeds are planted to the square yard, and in about four months are dug up: The nuts by that time have germinated, and the sprout or young seedling is eaten as a vegetable. The nut itself is broken open and the embryo within eaten dry or is made into a flour that is not unlike tapioca.

In normal times the gross value of a crop per acre, at ordinary market rate, ranges between \$5,840 and \$9,730.

Quantities and Values of Palmyra Fiber Exported.

The following figures, which were compiled by the Department of Statistics, Commercial Intelligence Department, Calcutta, from returns furnished by the collector of customs at Madras, show the

quantities and values of palmyra fiber exported from the Madras Presidency during the last three fiscal years:

Imported from—	1912-13		1913-14		1914-15	
	<i>Hundred-weight.</i>		<i>Hundred-weight.</i>		<i>Hundred-weight.</i>	
United States.....	2,149	\$9,885	1,845	\$9,685	5,329	\$30,265
United Kingdom.....	17,820	113,360	10,471	68,056	39,070	262,206
Ceylon.....	758	3,119	924	4,375	3,396	20,018
Canada.....			20	97		
Australia.....	175	915	69	320	257	1,267
Germany.....	31,989	156,699	31,228	158,692	16,510	97,950
Netherlands.....	5,465	29,917	7,820	49,124	2,620	16,688
Belgium.....	24,516	120,989	25,527	129,828	8,961	49,761
France.....	1,725	8,681	1,420	7,570	2,283	12,957
Austria-Hungary.....					1	3
Denmark.....	300	1,395			100	487
Norway.....			13	63		
Italy.....	1	3			2	11
Russia.....	42	245	73	420		
Japan.....	1,848	9,643	1,030	5,363	1,888	10,645
Total.....	86,788	454,841	80,440	433,593	80,387	502,238

ARGENTINE GOVERNMENT LANDS.

[Consul William Dawson, jr., Rosario, May 29.]

The Government of Argentina has, by a decree of May 8, 1915, offered for lease a total of approximately 35,230 square miles of fiscal lands in the National Territories, distributed as follows: Pampa, 4,540; Rio Negro, 3,090; Neuquen, 2,410; Chubut, 2,610; Santa Cruz, 19,300; Chaco, 1,640; and Formosa, 1,640 square miles. Maximum area which can be leased to a single tenant is 24,710 acres, except in the Chubut and Santa Cruz Territories, for which a maximum of 49,420 acres has been fixed. Leases are to be for 10 years and can, if land is continuously worked, be renewed twice, for 10 years and 5 years, respectively. Annual rental is \$84.92 per 2,500 hectares (6,178 acres). Rental may be increased by the Government at renewal, but increase may not exceed 50 per cent of the original amount. The decree provides that lands will be offered during a period of at least 90 days and that no requests will be considered before the expiration of this time, in order to give ample opportunity to the inhabitants of the Territories.

In discussing public lands in his recent annual message to the Argentine Congress, the President stated that 1,584 property titles were issued in 1914, covering approximately 3,336,000 acres. Receipts for sale and lease of Government lands amounted to \$1,060,000 in addition to \$153,000 for grazing privileges.

FINANCIAL STATISTICS OF STATES.

The United States Census Bureau is about to undertake the collection of financial statistics of States similar in scope to the financial statistics of cities now gathered annually by that bureau. The data obtained will cover (1) total and per capita receipts from revenues, in detail; (2) total and per capita payments for expenses, interest, and outlays, in detail; (3) assets and liabilities; (4) total and assessed valuations of property subject to taxation, tax levies, methods of assessment, etc.

This work is being taken up at the request of many prominent associations, State officials, and accountants.

STANDARDIZING CALIFORNIA WALNUTS.

Announcement is made by the California Walnut Growers' Association that a by-product plant will be opened in Los Angeles shortly to work all inferior nuts into by-products. This will raise the standard and consequently increase the demand for California walnuts all over the country by keeping from the market the culls, cracked, and otherwise inferior walnuts.

Several hundred tons of walnuts will probably be cracked up each season and the association intends to make standard grades, putting the goods up in the most approved way, believing that it will thus develop a fine business on walnut halves and pieces shelled. The association also intends to introduce this year 25 and 50 cent consumer packages of shelled walnuts.

A million or more cartons, containing 1 and 2 pounds of walnuts in the shell, are also to be put out this season. All cartons will have a diamond-shaped gelatin opening, so the consumer can see the contents.

COLOMBIA REORGANIZES MAGDALENA RIVER SERVICE.

[American Minister Thaddeus A. Thomson, Bogota, June 4.]

A Board of Canalization has been created by Colombia, involving reorganization of the service for the improvement of the Magdalena River. The issuance of the decree is one of the signs of the great interest being taken in the improvement of the navigation of this river.

Another subject of popular interest, but concerning which no official action has yet been taken, is the dredging of one of the mouths of the Magdalena River to allow ocean steamers to ascend to Barranquilla. A Government vessel recently made this trip and, according to the newspapers, found a maximum depth of 11 feet throughout. It reported that with the dredging of a short section, at a cost of \$2,000,000 gold, a depth of 30 feet could be secured all the way from the sea to Barranquilla.

POTASH MARKET IN GERMANY.

[Consul Talbot J. Albert, Brunswick, June 2, 1915.]

The home market for potash is weak for this season of the year. It is hoped that the demand for manure salts will be more active in the fall and that difficulties of railroad transport will not again occur. The ocean export to foreign countries has ceased, since the Government issued its decree forbidding such export. Shipments to Austria-Hungary were not affected by the decree, and shipments to the Scandinavian countries and the Netherlands are allowed. On the other hand, shipments to Italy have been limited.

The value of the exports of potash for the first four months of the present year amounted to \$3,277,650, as compared with \$11,840,403 for the same period in 1914. The decrease in the month of April was \$1,230,609 as compared with April last year.

COTTONSEED OIL AS SUBSTITUTE FOR COPRA OIL.

[Commercial Attaché Erwin W. Thompson, The Hague, Netherlands, June 12.]

The Netherlands consumes annually in normal times about 110,000 barrels of cottonseed oil, which is used as an ingredient for the manufacture of margarin, or artificial butter. Until 1914 the United States furnished about 90 per cent of this cottonseed oil, but beginning with that year England has been furnishing about one-half of the total supply. This is because of a new refining process in England, under which oil manufactured from Egyptian cotton seed, which had formerly been suitable only for soap and industrial purposes, became edible and practically equal to the American edible cottonseed oil.

At the beginning of the war the importation of oils was hampered. Cottonseed oil was not on the contraband list until March 11, 1915; nevertheless, the exportation from the United States to the Netherlands was practically impossible until special arrangements went into effect on February 1, and steamship companies began to accept this article freely.

Consigned to Netherlands Oversea Trust.

On March 1 new difficulties arose, so that shipments were stopped for about a week, after which arrangements were made to consign to the Netherlands Oversea Trust, with the understanding that the oil was to be for Dutch consumption only.

On March 11 this article was made contraband, a fact which did not check the importation, through the medium of the Netherlands Oversea Trust for Dutch consumption.

Large quantities of oleo oil, neutral lard, and oleo stock were being imported into the Netherlands under the same condition—for Dutch consumption. On May 19 the Netherlands Oversea Trust advised the Rotterdam importers of fats and greases that for the present no more licenses would be issued for these goods until the large stocks which were reputed to be in the Netherlands at that date had been reduced. This action was apparently inspired by a fear that an accumulation of fats in the Netherlands beyond the normal consumption would create a temptation to export some of these articles to belligerent countries in violation of the embargo regulations.

The importations for consumption of cottonseed oil for 1914 were 21,957 metric tons. For the first three months of 1915 they were 22,052 tons, so that the importation for the first quarter of 1915 was greater than for the whole of 1914.

Exportation of Margarin from Netherlands.

The exportation of margarin from the Netherlands is shown in the following table:

Period.	Total.	To Great Britain.
Year:	<i>Metric tons.</i>	<i>Metric tons.</i>
1912	50,784	55,627
1913	71,006	68,157
1914	79,819	71,973
First quarter:		
1914	17,983	16,650
1915	28,191	22,880
Month of April, 1915	9,364	7,112

It will be seen that the exportation of margarin for April, 1915, is at the rate of 112,368 tons per year, as compared with 79,319 tons for 1914. This is an increase of about 42 per cent.

Cottonseed Oil Hardened in the Netherlands.

The bare statistics would seem to indicate that very much more cottonseed oil is being imported than is necessary to sustain the increase in production of margarin, but heretofore cottonseed oil has been used almost exclusively as the "soft fat" ingredient of margarin, while the "hard fat" was supplied by copra oil, palm-kernel oil, neutral lard, and oleo oil. Much of the copra oil and palm-kernel oil was formerly imported from Germany, but can not now be derived from that source, and some cottonseed oil is now being hardened in the Netherlands, so that it may be used as a "hard-fat" ingredient in margarin in addition to its ordinary use as a "soft fat."

TENDERS FOR TRANSPORTATION OF CANADIAN WHEAT.

[Consul Julius D. Dreher, Toronto, June 26.]

A press dispatch from Ottawa states that the Dominion Department of Trade and Commerce has invited tenders for the transportation of 1,000,000 bushels of wheat from the head of the Great Lakes to Montreal, and that it is expected that the railways and lake shipping lines will compete for the transportation of this wheat to Montreal, the head of ocean navigation, whence it will be shipped to New Zealand. That country has usually imported wheat from Australia, but the last Australian crop was short, and hence New Zealand found it necessary to look elsewhere for the wheat needed to make up its own deficiency in production.

TEA PURCHASES FROM JAPAN.

[Consul General George H. Scidmore, Yokohama, May 14.]

Comparison of the statistics issued by the Yokohama and Tokyo Foreign Board of Trade of the export of tea from Japan to the United States for the season May 6, 1914, to April 22, 1915, with those for the season 1913-14 show an increase of 3,280,715 pounds. The total export to the United States for the season 1913-14 is given as 26,051,672 pounds, and that for the season 1914-15 as 29,332,387 pounds. The reasons for this increase were given in **COMMERCE REPORTS** for February 1, 1915, and **COMMERCE REPORTS** (Supplement to) No. 55A, April 5, 1915.

PUBLICATIONS OF THE DEPARTMENT OF COMMERCE.

"List of Publications of the Department of Commerce Available for Distribution" is the title of a pamphlet issued about twice a year by the Division of Publications of the department for free distribution. The list contains the titles of all available publications of the department, full instructions as to how they may be obtained, and condensed information concerning the scope of the publication work of the department.

There is also issued monthly by the division a list of the publications becoming available during the month for distribution.

Persons desiring to receive these pamphlets regularly may have their names placed on the mailing list by applying to the Chief Division of Publications, Department of Commerce, Washington, D. C.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Vulcanized fiber, No. 17427.—A manufacturer of trunks and travelers' supplies in Russia informs an American consular officer that he desires to be placed in communication with American manufacturers and exporters of vulcanized fiber. It is stated that he is purchasing for cash, and has good references and desires to act as agent.

Bicycles and accessories, No. 17428.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a manufacturing firm in the United States stating that one of its correspondents desires to be placed in touch with manufacturers of electric bicycles and accessories.

Drugs, chemicals, etc., No. 17429.—An American consular officer in Brazil reports that a business man in his district has departed for the United States for the purpose of securing agency contracts from American manufacturers and exporters of drugs, chemicals, pharmaceutical specialties, perfumery, and other toilet articles. It is stated that the man has extensive acquaintance among firms dealing in these commodities. References are given.

Watchman's clocks, No. 17430.—A firm in England writes an American consular officer that it desires to be placed in communication with American manufacturers of portable watchman's tell-tale clocks or time recorders. Illustrated catalogues and full information should be sent at once.

Cloth, No. 17431.—A business man in Brazil informs an American consular officer that he desires to obtain an agency for the sale of cloth, such as "Palm Beach" and similar materials. Correspondence may be conducted in English. Samples, prices, etc., should be forwarded at once. Reference is given.

Photographic supplies, silver-plated ware, No. 17432.—An American consular officer in Italy writes that a firm in his district desires to receive catalogues and full information relative to camera dry plates and supplies and silver-plated ware. Catalogues, price lists, and full information should be sent at once. Correspondence may be in English.

Pocket lamps, No. 17433.—An American consular officer in Brazil transmits the name and address of a firm of commission merchants which has indicated a desire to receive descriptive literature, etc., relative to small pocket electric flash-lights. It is stated that cash will be paid in advance.

Engravers' supplies, No. 17434.—An American consular officer in France reports that there is a shortage of engravers supplies in his district. The name and address of a business man who is interested in these supplies may be had on application to the bureau or its branch offices.

Rolled gold, No. 17435.—A firm of gold-plate manufacturers in England informs an American consular officer that it wishes to communicate with American manufacturers of flat rolled gold (not wire).

Chemicals, No. 17436.—An American consular officer in Brazil writes that a man in his district contemplates the establishment of a factory for the manufacture of dry paints, and wishes to obtain detailed information from American manufacturers of sulphate of lime, resin of manganese, sulphate of baryta, and aniline dyes and other prime materials used in the manufacture of dry paints. He states that no credit is desired. References are given.

Wire, pipe, etc., No. 17437.—A business man in Peru writes one of the commercial agents of the Bureau of Foreign and Domestic Commerce that he desires to receive price lists, discounts, catalogues, etc., relative to raw, galvanized, bronze, and copper wire; barbed wire; iron nails; white metal in plates; bronze plates; pig-iron pipes; galvanized iron pipes and accessories; bronze faucets for water; sanitary supplies; and general lines of hardware.

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No. 158

Washington, D. C., Thursday, July 8

1915

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SCOTCH FIRM TAKES AMERICAN AGENCY.

Consul J. N. McCunn, of Glasgow, Scotland, has been notified by a firm of that city that it has received the agency for Scotland of an electric company of Philadelphia, Pa. The firm states that it was put into communication with the American company through the activities of the consular office of which Mr. McCunn is in charge.

COMMERCE REPORTS AID BUSINESS.

[Vice Consul Juan M. Herrero, Santo Domingo, Dominican Republic, June 19.]

As a result of the publication in **COMMERCE REPORTS** for May 1, 1915, concerning the construction of a new electric light plant in Santo Domingo City, a representative of an electric company of New York is here studying conditions. It is understood that he will make proposals which, according to the local press, will be favorable to the municipality.

PACIFIC COAST TIMBER FOR CUBA.

[Consul General James L. Rodgers, Habana, July 2.]

A contract has been closed by a merchant in Habana for the importation from the State of Washington of about 750,000 feet of western spruce timber. This undoubtedly will be the first consignment of Pacific coast timber to Habana by way of the Panama Canal. It will unquestionably also be the forerunner of an extensive trade in that line, inasmuch as a great many of the lumbermen of Habana have been making inquiries concerning the importation of west coast timber and lumber. The only thing in the present instance which is unfavorable is the high-freight charges which obtain.

The steamship *Robert Dollar* has just brought from Manila to San Francisco 5,600,000 pounds of refined sugar, 4,398,000 pounds copra, 225 barrels coconut oil, and 85,055 cigars.

COMMERCE THROUGH THE SAULT STE. MARIE CANALS.

The following table shows the quantity of each of the principal commodities and the number of passengers carried through the United States and the Canadian Sault Ste. Marie (Soo) Canals in June of this year and in 1914.

These waterways are the connecting links between Lake Superior and the lower lakes, and the traffic through the canals furnishes a key to the water-borne trade of the Lake Superior section of the United States and Canada.

A table showing the movement of traffic for previous months since the opening of the present season will be found in **COMMERCE REPORTS**, June 11, 1915, page 1148.

Commerce of canals at Sault Ste. Marie, Mich., and Ontario, Canada, during June, 1914 and 1915.

[From a report of the United States engineer in charge of the United States canal at Sault Ste. Marie, Mich.]

Articles.	Month ending June 30.			
	Eastbound.			
	United States canal.		Canadian canal.	
	1914	1915	1914	1915
Copper.....short tons..	8,712	12,216	406	1,938
Grain.....bushels..	1,928,569	1,246,871	5,204,182	1,494,512
Flour.....barrels..	846,180	539,574	280,050	288,320
Iron ore.....short tons..	1,577,546	8,628,268	3,770,087	125,706
Pig iron.....do.....	1,913			
Lumber.....M feet, b. m..	70,140	73,252	2,007	7,227
Wheat.....bushels..	2,056,111	2,807,562	8,917,147	2,119,229
General merchandise.....short tons..	25,133	24,530	7,927	16,328
Passengers.....number..	2,600	1,969	2,240	1,798
Westbound.				
Coal, hard.....short tons..	344,989	288,625	69,412	12,006
Coal, soft.....do.....	1,512,894	1,588,235	333,795	36,300
Flour.....barrels..			150	
Manufactured iron.....short tons..	25,667	23,800	3,785	4,504
Salt.....barrels..	70,740	84,872	6,321	
General merchandise.....short tons..	120,874	120,482	73,990	33,631
Passengers.....number..	1,998	2,365	3,641	1,361
Summary.				
Total freight, eastbound.....short tons..	1,918,991	5,956,517	4,172,155	284,001
Total freight, westbound.....do.....	2,015,035	2,033,873	431,600	86,441
Grand total, both ways.....do.....	3,934,026	7,990,390	4,604,055	370,442
Vessel passages.....number..	1,812	2,150	993	431
Registered tonnage.....net....	3,718,136	5,846,330	2,946,998	684,871

COTTON PRICES IN GERMANY.

[Weekly report of American Association of Commerce and Trade, Berlin, June 12.]

In view of the limited supply on hand, the price of raw cotton has reached enormous limits, as in Bremen 30 cents per pound was asked on May 31, as against 20 to 22 cents before the conflict with Italy and about 12 cents before the war.

TRANSPORTATION OF DANGEROUS ARTICLES ON VESSELS.

The following is a summary of rulings made by the United States Steamboat-Inspection Service during the month of June, 1915, relating to transportation of certain articles on steam vessels carrying passengers.

Thermit when packed in tight metal containers may be transported on steamers carrying passengers, and *ignition powder* used in connection therewith may be transported on steamers carrying passengers under the same conditions as gunpowder. This is a modification of a previous ruling that thermit is a dangerous commodity and shall not be transported on steamers carrying passengers.

Kilzum insecticide may be transported on steamers carrying passengers under the same conditions as refined petroleum, but shall not be used as stores on passenger or pleasure steamers.

Oleum, consisting of *fuming sulphuric acid*, may be accepted and transported on steamers carrying passengers when packed separately in glass bottles of not more than 5 pounds, or 5 pints, capacity, well cushioned, and separate from all other chemicals, or in small iron drums. Carboys, or similar receptacles, are unsafe.

This commodity in 1-pound bottles, but not more than 5 bottles in one lot, may be shipped in the same case with other chemicals, except the chlorates and chemicals of a similar nature, if surrounded by a sufficient amount of satisfactory absorbent, such as mineral wool, sifted ashes, or infusorial earth. The package in all cases should be labeled "Acid," and must be transported on deck.

Luxo flash powder may be transported on steamers carrying passengers under the same conditions as gunpowder.

Sun metal polish may be transported on steamers carrying passengers and may be used as stores on passenger or pleasure steamers.

MEETING OF RUSSIAN-AMERICAN CHAMBER OF COMMERCE.

[Consul General John H. Snodgrass, Moscow, June 3.]

At a recent meeting of the Russian-American Chamber of Commerce, Mr. A. V. Behr read an interesting report on his recent trip to the United States, in which he expressed the opinion that the chamber should increase the number of agents in the United States in order to establish closer connections between the commercial and industrial circles of Russia and America and to enroll a greater number of Americans among the members of the chamber. After hearing this report the meeting decided to open a branch of the chamber of commerce at Petrograd, and to use every effort to open another branch at New York.

It was decided to organize a bureau for distributing information and for executing all kinds of commissions in connection with the interchange of goods with the United States, and a committee was appointed for this purpose. Another committee was appointed to consider organizing a Russian-American bank.

To acquaint American dealers and manufacturers with the conditions of Russian trade and industry, the meeting decided to issue a special pamphlet on the financial and economical situation in Russia, and the prospects for Russian-American trade. The compilation of the plan of such a pamphlet was intrusted to the editor of the Journal of the Russian-American Chamber of Commerce.

APPOINTMENTS TO THE CENSUS BUREAU.

The Republican Publicity Association, through its president, Jonathan Bourne, jr., having asked certain information respecting appointments in connection with the Census of Manufactures now going on, a letter, of which the following is a full copy, has been sent him, together with the tables published here in connection with the letter:

JUNE 29, 1915.

HON. JONATHAN BOURNE, JR.,

President Republican Publicity Association,

1101 Real Estate Trust Building, Washington, D. C.

MY DEAR SIR: The Director of the Census has brought to my attention your letters to him of June 14 and 19 and his to you of June 17. The substance of this correspondence is your request to be given a list of persons appointed after March 3, 1913, to take the manufactures census, and also of all other persons appointed in the Census Bureau after that date outside of the classified civil service, with the State from which each was appointed. You were informed "that it is not the policy of the Bureau (of the Census) to furnish such information, even if it were practicable," and that it would involve more time and labor on the part of our employees than would be justifiable. You asked "why it is the policy of the bureau not to furnish such information."

There are two reasons for this policy. The first one is that requests from many private sources frequently reach the department for lists of employees to be used for various personal purposes, such as advertising, solicitations of various kinds, and others that will be familiar to you. The department has uniformly declined to give this data for such purposes, because it is not deemed right to use the public clerical force in aid of private inquiries of this character.

Secondly, the department knows of no law authorizing the work required to furnish such lists, and has no appropriation for work of the kind.

It is a pleasure, however, to supplement the information given by the Director of the Census in his letter to you of the 17th by a full statement of the facts concerning the manufactures census now in operation.

The field work for this census was begun on February 1, 1915, and a circular concerning appointments was issued, dated November 23, 1914, of which a copy is inclosed [following tables]. Prior to the issuance of that circular 50 special agents were employed upon the preliminary work. During the period from March 3, 1913, to November 23, 1914, 346 persons were appointed outside of the classified civil service. Of this number 139 were temporary clerks appointed under the provisions of the legislative, executive, and judicial appropriation act of August 23, 1912, for a period not to exceed June 30, 1913; 121 were special agents employed on the wealth, debt, and taxation inquiry; 50 were manufactures agents employed for the preliminary work; and 36 were special agents employed on other inquiries. (For statement showing inquiries upon which employed and the total number by States see Table 1.)

Since November 23, 1914, 1,264 persons have been employed outside of the classified civil service. Of this number 32 were women and 1,232 were men. (For statement showing inquiries upon which employed and the total number by States see Table 2.) From October 1, 1914, when the first appointments for the manufactures work began, up to May 31, 1915, the longest term of employment of any manufactures agent has been 242 days, the average term 62 days, and the greatest number employed at any one time 1,216. In the census of 1905 the longest term of employment of any special agent was from February 12 to October 18, 1905—217 days; the average term of employment 57 days, and the greatest number employed at any one time 738. In the census of 1910 the longest term of employment of any special agent was from January 31, 1910, to January 24, 1911, or 340 days; the average term of employment was 102 days, and the greatest number employed at any one time 1,227.

During the month of April, 1915, the services of 54 agents were terminated, in May, 51, and in June, up to the 26th, inclusive, 368. (See table 3, showing number by States.) The work was at the maximum in the month of May. It is expected that the field work will be closed about the end of July and that at that time practically the entire force will be disbanded.

The estimated expense of the preliminary and field work of the present census compares with the expense for similar work of the last manufactures

census as follows: 1915, \$814,100; 1910, \$811,000. It will please you to learn that the work of the present census, although involving more labor than any previous one because of the growth of the country during the years which have elapsed since the last similar census, has been accomplished at approximately the same cost and in shorter time. The field work is at present about two months ahead of the previous record, and a like result is expected to appear in presenting the results of the complete work to the public.

In taking this census of manufactures a special effort was made to cooperate with business and commercial bodies throughout the country. To that end the Director of the Census personally visited numerous cities in the eastern, central, and western parts of our country to confer with industrial and commercial bodies. The suggestions made by these representative business associations were in large part incorporated in the schedules on which the census was taken. The result of this cooperation was that shortly after the collection of the reports commenced over 50,000 schedules were voluntarily filled out and sent in by manufacturers, resulting in the collection of this mass of data without the employment of special agents in the field. As a result of this work I had the pleasure of requesting the Committee on Appropriations of the Senate to reduce by \$40,000 the appropriation which had at that time passed the House of Representatives and was pending before the Senate, which reduction was made.

Appreciating the privilege which your communication gives of making the admirable record of the Bureau of the Census public in the fullest way, let me say that a copy of this communication will be printed in full in *COMMERCE REPORTS*, published daily by this department, in order that the facts may be known as widely as possible.

I beg to remain,

Yours, very truly,

WILLIAM C. REDFIELD,
Secretary of Commerce.

The tables referred to in the foregoing letter follow:

TABLE 1.—APPOINTMENTS FROM MAR. 3, 1913, TO NOV. 23, 1914.

United States.	Temporary clerks.	Agents: Manufacturers.	Agents: Wealth, debt, and taxation.	Other inquirers.	Total.	United States.	Temporary clerks.	Agents: Manufacturers.	Agents: Wealth, debt, and taxation.	Other inquirers.	Total.
Alabama.....	1	2	2	.....	5	Nebraska.....	.....	1	2	.....	3
Alaska.....	.....	.....	.....	.....	.....	Nevada.....	.....	.....	.....	.....	.....
Arizona.....	.....	.....	.....	.....	.....	New Hampshire.....	1	.....	.....	1	4
Arkansas.....	1	.....	.....	1	2	New Jersey.....	3	4	7	.....	14
California.....	.....	1	2	.....	3	New Mexico.....	.....	.....	.....	.....	.....
Colorado.....	1	1	1	.....	3	New York.....	10	6	24	6	46
Connecticut.....	1	.....	3	1	5	North Carolina.....	3	1	3	3	10
Delaware.....	.....	.....	2	.....	2	North Dakota.....	.....	.....	.....	.....	.....
District of Columbia.....	30	.....	1	2	33	Ohio.....	10	2	3	2	17
Florida.....	.....	.....	1	.....	1	Oklahoma.....	.....	1	1	.....	2
Georgia.....	8	8	13	2	31	Oregon.....	.....	.....	.....	.....	.....
Hawaii.....	.....	.....	.....	.....	.....	Pennsylvania.....	15	2	2	1	20
Idaho.....	.....	.....	.....	.....	.....	Porto Rico.....	.....	.....	.....	.....	.....
Illinois.....	.....	2	2	.....	4	Rhode Island.....	1	.....	1	.....	2
Indiana.....	2	1	4	.....	7	South Carolina.....	4	.....	4	1	9
Iowa.....	.....	.....	2	1	3	South Dakota.....	.....	.....	.....	.....	.....
Kansas.....	1	2	3	.....	6	Tennessee.....	2	3	2	1	8
Kentucky.....	1	2	3	3	9	Texas.....	.....	1	4	.....	5
Louisiana.....	1	.....	2	.....	3	Utah.....	.....	.....	.....	.....	.....
Maine.....	1	.....	1	.....	2	Vermont.....	1	.....	.....	.....	1
Maryland.....	11	1	1	.....	13	Virginia.....	18	3	6	2	29
Massachusetts.....	5	2	2	1	10	Washington.....	.....	.....	1	1	2
Michigan.....	.....	2	1	4	7	West Virginia.....	4	2	5	.....	11
Minnesota.....	2	.....	1	1	4	Wisconsin.....	.....	.....	1	2	3
Mississippi.....	.....	.....	1	.....	1	Wyoming.....	.....	.....	.....	.....	.....
Missouri.....	1	.....	5	.....	6	Total.....	139	50	121	35	345
Montana.....	.....	.....	.....	.....	.....	

* Appropriated under legislative, executive, and judicial appropriation act of Aug. 23, 1912. Limited to June 30, 1913.

TABLE 2.—APPOINTMENTS FROM NOV. 24, 1914, TO JUNE 23, 1915.

United States.	Manufactures.			Other Inquiries.			Total		Grand Total
	Men.	Women	Total.	Men.	Women	Total.	Men.	Women	
Alabama.....	30		30				30		30
Alaska.....	1		1				1		1
Arizona.....									
Arkansas.....	16		16				16		16
California.....	32	1	33				32	1	33
Colorado.....	9		9				9		9
Connecticut.....	12		12				12		12
Delaware.....	8		8				8		8
District of Columbia.....	38	9	47				38	9	47
Florida.....	11		11				11		11
Georgia.....	85	3	88				85	3	88
Hawaii.....									
Idaho.....	2		2				2		2
Illinois.....	70	1	71	1		1	71	1	72
Indiana.....	30		30				30		30
Iowa.....	18	1	19				18	1	19
Kansas.....	14		14				14		14
Kentucky.....	23	1	24				23	1	24
Louisiana.....	21	1	22				21	1	22
Maine.....	14		14				14		14
Maryland.....	22	1	23				22	1	23
Massachusetts.....	62	1	63				62	1	63
Michigan.....	38		38				38		38
Minnesota.....	21	1	22				21	1	22
Mississippi.....	18		18				18		18
Missouri.....	34		34				34		34
Montana.....	6		6				6		6
Nebraska.....	9		9				9		9
Nevada.....	1		1				1		1
New Hampshire.....	9		9				9		9
New Jersey.....	46	1	47				46	1	47
New Mexico.....									
New York.....	150	1	151	2		2	152	1	153
North Carolina.....	34	3	37				34	3	37
North Dakota.....	3		3				3		3
Ohio.....	59		59				59		59
Oklahoma.....	16		16				16		16
Oregon.....	8	1	9				8	1	9
Pennsylvania.....	77		77				77		77
Porto Rico.....									
Rhode Island.....	9		9				9		9
South Carolina.....	14	1	15				14	1	15
South Dakota.....	5		5				5		5
Tennessee.....	26		26				26		26
Texas.....	22	1	23				22	1	23
Utah.....	3		3				3		3
Vermont.....	8		8				8		8
Virginia.....	19	3	22				19	3	22
Washington.....	17		17				17		17
West Virginia.....	18	1	19	1		1	19	1	20
Wisconsin.....	33		33	1		1	34		34
Wyoming.....									
Total.....	1,227	32	1,259	5		5	1,232	32	1,264

TABLE 3.—MANUFACTURES AGENT SEPARATED FROM SERVICE, APRIL, MAY, AND TO JUNE 26, 1915.

United States.	April.	May.	June. ^a	Total.	United States.	April.	May.	June. ^a	Total.
Alabama.....			7	7	Iowa.....	1		11	12
Alaska.....			1	1	Kansas.....	1		8	9
Arizona.....					Kentucky.....			8	8
Arkansas.....	1		3	4	Louisiana.....	1	2	3	6
California.....		2	3	5	Maine.....	1		3	4
Colorado.....	1		1	2	Maryland.....			5	5
Connecticut.....			2	2	Massachusetts.....	3		4	7
Delaware.....			3	3	Michigan.....	2	3	17	22
District of Columbia.....	2	1	5	8	Minnesota.....		1	2	3
Florida.....			1	1	Mississippi.....	1	1	8	9
Georgia.....	3	5	16	24	Missouri.....	1	1	14	16
Hawaii.....					Montana.....			3	3
Idaho.....			1	1	Nebraska.....			2	2
Illinois.....	2	5	24	31	Nevada.....			1	1
Indiana.....	2		24	26	New Hampshire.....			4	4

^a To June 26.

TABLE 3.—MANUFACTURES AGENT SEPARATED FROM SERVICE, APRIL, MAY, AND TO JUNE 26, 1915—Continued.

United States.	April.	May.	June.	Total.	United States.	April.	May.	June.	Total.
New Jersey	4	4	13	21	South Dakota	1	1	1	3
New Mexico					Tennessee			12	12
New York	13	9	53	75	Texas		1	12	13
North Carolina		2	2	2	Utah				
North Dakota			1	1	Vermont	1		5	6
Ohio	6	3	26	35	Virginia		1	2	3
Oklahoma			6	6	Washington			7	7
Oregon					West Virginia			6	7
Pennsylvania	6	5	25	36	Wisconsin	1	2	12	15
Porto Rico					Wyoming				
Rhode Island	1		3	4					
South Carolina		1	1	2	Total	54	51	368	473

In the Secretary's letter reference is made to a circular concerning appointments that was issued November 23, 1914. The circular is reproduced herewith:

CIRCULAR OF INFORMATION CONCERNING APPOINTMENTS.

Census of Manufactures, 1914.

1. About February 1, 1915, the Bureau of the Census will begin the field canvass for the collection of statistics for the census of manufactures. This canvass will be carried on principally by local special agents.

2. These agents will collect statistics concerning capital, persons employed, wages and salaries paid, cost of materials, value of products, and details in regard to the character of machinery and power from all manufacturers in their respective districts.

3. Agents will be paid at the minimum rate of \$3 a day for every day actually employed. Under their appointments they may earn as much as \$4.50 a day, depending upon the number of schedules secured. Each will be assigned a district, and while working in the principal city of that district no allowance in lieu of subsistence will be granted. When they are required to work elsewhere, however, than in the principal city for which they are appointed they will be granted an allowance in lieu of subsistence, and also their necessary traveling expenses. The amount of the allowance in lieu of subsistence will depend upon local conditions, and can not be determined at this time.

4. The term of employment will be from two to four months, depending upon the number of manufacturing establishments in the different districts.

5. This is quite difficult work, and in order to do it satisfactorily an agent should have at least a common-school education and some business experience, preferably along accounting, manufacturing, or statistical lines.

6. Applicants must be persons of good character and habits (not addicted to the use of intoxicants in any form), which facts must be vouched for by at least three persons who are personally acquainted with the applicant.

7. Applicants must be citizens of the United States.

8. Applicants must be between the ages of 21 and 60 years. (Married men of standing in their districts will be given preference in appointments.)

9. Applicants must be in good health and physically able to perform the required duty.

10. Women will not be employed on this fieldwork.

11. The persons selected for appointment will be required to pass a practical examination to test their qualifications. This test will be given by a representative of the bureau. He will also instruct the local agents and start them in their work.

WM. J. HARRIS,
Director of the Census.

NOVEMBER 23, 1914.

"Motors on hire" are advertised by the Municipal Electricity Department of Shanghai, China.

COTTON PRODUCTION IN THE UNITED STATES.

The forthcoming report on cotton production in the United States, soon to be issued by Director Sam. L. Rogers of the Bureau of the Census, Department of Commerce, and prepared under the supervision of William M. Steuart, chief statistician in charge of the inquiry, will show the American cotton crop of 1914—16,134,930 equivalent 500-pound bales—to have been the largest ever produced, exceeding the 1913 crop by nearly 2,000,000 bales, or about 14 per cent. The largest crop raised prior to 1914 was that of 1911—15,692,701 bales. The tables contained in this report will be reprinted in the annual cotton bulletin to be published in September, which will also include further data as to production, consumption, imports, exports, and stocks of cotton.

The increase in the production of linters during the past 15 years is noteworthy. Starting at 114,544 bales in 1899, the output of this product increased to 791,464 bales in 1914, or by nearly 600 per cent, although the amount of cotton ginned increased by less than 75 per cent during the same period. This increase in the linter production is due principally to closer delinting of the seed for the better separation of the meat from the hulls. Many mills now obtain considerably more than 100 pounds of linters per ton of seed treated, whereas in earlier years 50 pounds per ton was a high yield.

Sea-island cotton, of which 81,654 running bales were ginned in 1914, represented in that year only a trifle more than one-half of 1 per cent of the total cotton produced. The largest crop of sea-island cotton raised in any year between 1899 and 1914 was that of 1911—119,293 bales. This variety of cotton is produced in only three States—Georgia, Florida, and South Carolina.

Although cotton is grown in 18 States, only 6—Texas, Georgia, Alabama, South Carolina, Oklahoma, and Mississippi—produced more than a million bales each in 1914. The combined growth of these 6 States represented over four-fifths of the total crop of that year.

Texas alone produced 4,592,112 bales, or more than one-fourth of the total grown in 1914. The next greatest production was that of Georgia, 2,718,037 bales, or one-sixth of the total. Other States producing large crops were Alabama, with 1,751,375 bales, or 10.8 per cent of the total; South Carolina, with 1,533,810 bales, or 9.5 per cent of the total; Oklahoma, with 1,262,176 bales, or 7.8 per cent of the total; and Mississippi, with 1,245,535 bales, or 7.7 per cent of the total.

The cotton production of California, which has recently taken up the growth of this staple, is increasing rapidly. In this State 49,835 bales were ginned in 1914, as compared with 22,838 in 1913 and 8,215 in 1912. Not all this cotton was grown in California, however, since the figures given include cotton raised in the Mexican portion of the Imperial Valley and brought into California to be ginned.

Although the cotton production of Arizona still amounts to an insignificant fraction of the total for the country, it is increasing rapidly, 7,142 bales being reported for this State in 1914, as compared with 2,299 for 1913.

The banner cotton county in respect to number of bales produced is Ellis County, Tex., in which the ginnings from the growth of 1914

amounted to 143,714 bales—approximately 75 per cent more than the entire crop of Missouri or Florida, about three times that of California, and nearly six times that of Virginia. The area of Ellis County is 975 square miles and its population is about 55,000.

COOPERATIVE MARKETING IN NOVA SCOTIA.

[Consul General Evan E. Young, Halifax, Canada, June 30.]

The third annual meeting of the United Fruit Companies of Nova Scotia, Limited, was recently held at Berwick, Nova Scotia, and was attended by representatives from all of the 42 companies which make up the parent body.

According to the report submitted by the board of management 406,301 barrels of apples were handled during the past season, at a net average of \$1.67 per barrel. The total turnover for the year amounted to \$1,130,770.55 and was compiled as follows:

Apples	\$714, 162. 22
Potatoes	131, 773. 84
Feed and flour	111, 059. 79
Fertilizer	102, 316. 64
Seeds	21, 613. 49
Spray material	30, 002. 07
Merchandise	17, 641. 39
Insurance	2, 141. 11

Figures were given to show the economy of cooperative marketing, and the statement was made that on a barrel of apples selling in Liverpool at 12 shillings (\$2.92) the organization saved 17 cents, compared with the independent shipper.

[Canadian Press Dispatch, June 30.]

Rain Spoils Apple Crop.

At the annual meeting of the fruit growers of Nova Scotia, held to-day at Berwick, it was announced that the blossom promise of a 2,000,000-barrel crop will fail. The continued cool rains have prevented the setting of fruit. An estimate is now made of a crop slightly over a million barrels. Growers seem optimistic over the outlook for prices in the British market.

FAVORABLE SOUTH AFRICAN IMPORTS.

[Vice Consul John W. Dye, Cape Town, June 4.]

The following is a statement of the value of imports received into the Union of South Africa through the various channels during the months of May, 1914 and 1915.

	1914	1915
Cape Town	\$2, 149, 616	\$3, 393, 459
Port Elisabeth	3, 005, 916	2, 858, 315
East London	1, 240, 388	1, 103, 090
Durban	3, 809, 379	3, 974, 592
Lourenco Marques	2, 004, 682	997, 774
Other ports and stations	178, 922	51, 818
By post	247, 038	
Total	12, 635, 941	12, 379, 043

MEASUREMENTS FOR THE HOUSEHOLD.

A new circular on "Measurements for the Household" has been sent to press by the Bureau of Standards, Washington. This subject is a part of the larger science of home economics. The circular aims to present a simple account of the more important kinds of measurements involved and their practical use in the work of the home maker. In the appendix is given a brief account of the bureau's activity in connection with the weights and measures of trade.

The first edition will be a preliminary one, and the cooperation of representative specialists in home economics throughout the country has been promised in making the final edition as useful as possible to the home maker.

Copies may be obtained free upon application addressed to the Bureau of Standards. Requests will be received at any time, although the printed copies will not be available for distribution until August. The following table of contents will show clearly the general scope of the circular:

I. Introduction: Purpose of this circular; rôle of measurement in daily life; measures of trade and their inspection; measurement of household materials and processes; household measuring appliances; educational value of household measurements.

II. Commodities: Measurement as a factor in purchasing; necessity and procedure to eliminate false measures; national net-content-of-container law; household weights and measures test set, including accuracy needed in household measurement of purchases, apparatus suitable for household inspection, weighing scale, liquid measures and graduate, dry measures, length measures; method of using the household test set, purchasing commodities, in general, by weight, by liquid measure, by dry measure, by linear measure, checking total price charged; States having laws as to measuring dry commodities, covering States requiring sale by weight, States requiring definite weights, States establishing legal or standard weights, States requiring definite weights when sold by weight, States not establishing any legal weights, checking dry commodities by dry measures, interpretation of State laws; methods of checking weights of commodities—meat, poultry and fish, goods in original packages, liquids in bulk, liquids in containers, use of graduate, receptacles' uses, scale of dry commodities, sale of bulky commodities, checking dry commodities by weight; special method of checking certain commodities and containers—coal, wood in cords, ice, tanks, boilers, silos, etc., rectangular tank, cylindrical tank, determining percentage shortage.

III. Heat: What is meant by temperature and by heat; thermometers; convenient tests for thermometers; household thermometers, including room temperature thermometers, temperature out of doors, clinical or "fever" thermometers, reading clinical thermometers, bath thermometers, incubator thermometers, milk thermometers, maximum and minimum thermometers, candy-making thermometers, oven thermometers, refrigerator temperatures; refrigeration, including refrigerators, cooling by evaporation, frost; heating value of fuels; the saving of heat; comparison of heat insulators; radiation; heat in the household, including heating of rooms, amount of heat required to warm fresh air, amount of heat used in cooking and some other household operations, regulation of stoves, ranges, and other heating appliances, table of useful temperatures.

IV. Light: Units of measurements; sources and cost of light, including miscellaneous lamps, gas lamps, electric lamps; artificial light, including general principles, special rules, shades, reflectors, and diffusing glassware.

V. Electricity: Electrical units; principle of the watt-hour meter; accuracy of the watt-hour meter; causes of high bills for electricity; reading the watt-hour meter dials; checking the watt-hour meter by the householder; how to have a watt-hour meter tested; tolerance allowed for watt-hour meters.

VI. Gas: Description of a gas meter; how to read the gas-meter index; cost per hour of gas consumed in appliances; prepayment gas meters; errors of gas meters.

VII. Water: Measure of water supply; water meters; accuracy of water meters; reading water meters; using the water meter as a measuring appliance.

VIII. Atmospheric humidity: Effects of humidity; proper humidity for houses; regulation of humidity; amount of water needed; how humidity is expressed; measuring humidity.

IX. Density of liquids: Uses and definition of specific gravity; determination of specific gravity; classes of hydrometers; choice of a hydrometer; use of the hydrometer; method of reading; influence of temperature.

X. Atmospheric pressure: Uses of the aneroid barometer; how aneroids work; some defects to be avoided.

XI. Time: Types of household clocks; moving a pendulum clock; setting a clock; regulation of a clock; to correct the striking of a clock; correct time; care of timepieces; use of a timepiece in the kitchen.

Appendix I: Bureau of Standards interest in local weights and measures; nation-wide investigation of trade weights and measures; faulty apparatus and short measure; tables of legal weights (in pounds) per bushel of various commodities; tables of weights and measures.

INDIANS IN THE UNITED STATES.

A much lower rate of growth for the Indian population than for the white; an increasing admixture of white blood; decreasing vitality of full-blood Indians, indicating a tendency to disappear altogether; increasing attendance at school and decreasing illiteracy; an increase in the percentage of the self-supporting; a decrease in the number of reservation Indians—these are some of the salient facts set forth in the special report on the Indian population of the United States and Alaska, soon to be issued by the Bureau of the Census, Department of Commerce, which will send free copies on application. This report brings together all the principal statistics relating to the Indian population which were collected at the last census.

The Indian population of the United States, exclusive of Alaska and the insular possessions, in 1910 was 265,683, representing an increase of 17,430, or 7 per cent, over the number reported in 1890, when the Census Bureau made its first enumeration of Indians. Thus at the last census the only Americans whose native ancestry extends further back than a century or two—or three at the utmost—constituted less than three-tenths of 1 per cent of the entire population of the country.

The occupations in which Indians are engaged are diversified in character, ranging all the way from unskilled labor to some of the highest proprietary, official, professional, and skilled pursuits. Among the Indian population are found manufacturers, bankers, United States officials, mechanical engineers, locomotive engineers, telegraph operators, actors, artists, clergymen, college professors, physicians, surgeons, and lawyers. The great mass of the Indian workers in the United States, however, are engaged in a comparatively small number of occupations. In fact, 85.4 per cent of the total number of gainfully employed Indians were found in seven occupation groups: Agricultural laborers, 35.5 per cent; farmers and stock raisers, 29.2 per cent; lumbermen, raftsmen, and woodchoppers, 2.4 per cent; laborers in manufacturing and transportation, 6.3 per cent; basket makers and weavers, 7.4 per cent; launders and laundresses, 1.9 per cent; and servants and waiters, 2.6 per cent.

RECORD-BREAKING OUTPUT OF BAUXITE AND ALUMINUM.

The production of bauxite and the consumption of aluminum in the United States in 1914 were the largest ever recorded. The report prepared by the United States Geological Survey shows an output of 219,318 long tons of bauxite, valued at \$1,069,194, in 1914, against 210,241 long tons, valued at \$997,698, in 1913.

Bauxite is used in the production of metallic aluminum and in the manufacture of aluminum salts, of bauxite bricks, and of alundum. The use of bauxite in the production of the metal aluminum is by far the most important one, and the largest part of the bauxite produced in Arkansas, as well as most of that imported, is used in the aluminum industry.

Alundum, which is used extensively as an abrasive, is made at Niagara Falls, N. Y., by fusing calcined bauxite in an electric furnace. Alundum is especially efficient for the grinding of steel forgings and castings. Only the best grades of bauxite are used in the manufacture of such chemicals as alum, aluminum sulphate, and aluminum salts, as freedom from oxide of iron is desirable for such purposes.

Another use to which bauxite is adapted is in the manufacture of calcium aluminate, which gives a quick set to plaster compositions.

The quantity of aluminum consumed in the United States in 1914 was 79,129,000 pounds, against 72,379,000 pounds in 1913 and 65,607,000 pounds in 1912. The growth of the industry is shown by the fact that the production was 150 pounds in 1884, 550,000 pounds in 1894, and 8,600,000 pounds in 1904.

The value of the exports of aluminum and of manufactures of aluminum amounted to \$1,546,510 in 1914, as compared with \$966,094 in 1913.

Aluminum is the most abundant of metals and ranks third among the elements which compose the crust of the earth, being exceeded only by oxygen and silicon. It is an important constituent of all common rocks except certain sedimentary rocks, as sandstone and limestone. It is never found native, or in elementary form, but occurs as an oxide, hydrous oxide, fluoride, phosphate, sulphate, silicate, or other compound. The only source of the metal so far commercially utilized is bauxite, an ore that contains 50 to 60 per cent of alumina (the common oxide), which corresponds to a metallic content of 26.5 to 31.8 per cent of aluminum.

The consumption of aluminum is constantly expanding, and aside from its use in the manufacture of cooking utensils, it is being employed in the construction of automobile castings and of welded tanks used by brewers, preserve manufacturers, and fat renderers and for wire for power-transmission lines. Other uses which are important in their adaptability and efficiency but which absorb only a small portion of the domestic product are the manufacture of powdered metal used as a paint pigment and in making aluminum foil. Aluminum foil is gradually displacing tin-foil, which heretofore has been used for wrapping cheese, candies, tobacco, tea, and other products.

A copy of the report may be obtained, when issued, on application to the Director of the United States Geological Survey, Washington, D. C.

ADVANCING PRICES BENEFIT SECONDARY-METAL TRADE.

Stocks of secondary metals in the United States were fairly large at the beginning of 1914, and metal prices were low during most of the year, so that the trade in waste metals and drosses was smaller in volume and less profitable than usual, but advancing metal prices during the latter part of the year and good stocks of most metals available to take advantage of higher prices made more favorable trade conditions. The result was that, on the whole, business for the year was not as bad as anticipated.

More Systematic Basis for Industry.

The United States Geological Survey, which has issued a report on the recovery of secondary metals in 1914, describes the efforts that have been made to put this industry on a more systematic basis through the formation, in that year, of the metal section of the National Association of Waste Material Dealers, and gives the details of the production, under this classification, of copper, lead, zinc, antimony, tin, and aluminum. It explains in introducing the summary of reports that "secondary metals" are those recovered from scrap metal, sweepings, skimmings, drosses, etc., as distinguished from those derived from ore, which are termed "primary metals." The reports received do not include the large quantity of iron and steel remelted, and no figures are given for nickel, gold, silver, or platinum.

Supply from Manufacturing and Railway Centers.

The manufacturing and railway centers contribute the bulk of the metal wastes, and when general trade and, consequently, transportation are dull, the production of scrap metal and residues declines.

Reports were made by approximately 550 users of secondary material. About 140 were in Pennsylvania and West Virginia, 160 in New York, New Jersey, Connecticut, Massachusetts, and Maryland, 90 in Ohio and Michigan, and 80 in Illinois, Indiana, and Wisconsin.

The following table shows the recovery of secondary metals in the United States, in short tons, with their values, in 1914 and 1913, the decrease in value being due partly to smaller output and partly to lower average prices for copper, zinc, lead, tin, and aluminum:

Metal.	1913		1914	
	Quantity.	Value.	Quantity.	Value.
Secondary copper, including that in alloys other than brass.....	66,980	\$20,536,068	58,556	\$15,435,362
Remelted brass.....	99,315	24,651,969	99,038	21,054,300
Secondary lead.....	33,104	6,400,392	29,357	4,762,836
Recovered lead in alloys.....	39,730		31,725	
Secondary spelter.....	50,005		42,969	
Recovered zinc in alloys other than brass.....	3,743	6,019,776	3,914	4,782,066
Secondary tin.....	6,415		4,535	
Recovered tin in alloys.....	7,763	12,567,379	7,912	8,887,158
Secondary antimony.....	45		1	
Recovered antimony in alloys.....	2,660	401,963	2,645	444,844
Secondary aluminum.....	2,193		2,791	
Recovered aluminum in alloys.....	2,456	2,199,480	1,731	1,673,140
Total.....	314,414	72,786,027	285,154	57,039,706

ARGENTINE MARKET FOR HATS AND CAPS.

[Vice Consul Eli Taylor, Buenos Aires, Apr. 30.]

According to the official returns of the Argentine industrial census, there were in Buenos Aires 86 firms engaged in the manufacture of hats. These 86 firms, which represent fully 95 per cent of the hat industry of the entire Republic, employed 1,847 people, whose combined salaries amounted to \$868,143 United States currency. The raw material consumed was valued at \$1,201,179, \$721,934 worth of which was imported from foreign countries and the remainder produced locally. The combined annual sales of these 86 firms amounted to \$3,139,187.

Of the 86 Buenos Aires firms engaged in the manufacture of hats, 8 have a capacity of 150 dozen hats or more per day, 15 to 20 firms produce 50 dozen hats or more, and the others are small concerns whose daily output runs from 2 to 50 dozen hats. The most popular headgear in Argentina is the soft felt hat manufactured locally from rabbit hair imported from France, Belgium, Germany, and Great Britain. Very limited quantities of nutria hair are consumed, and this is generally obtained locally.

Decline in Imports.

During the past few years there has been a gradual decline in the importation of hats of all classes. This is especially true for 1914 as compared with 1913, as the following statement discloses:

Kinds of hats.	1913				1914, from all countries.
	From Italy.	From United Kingdom.	From United States.	From all countries.	
Wool felt:	<i>Dozen.</i>	<i>Dozen.</i>	<i>Dozen.</i>	<i>Dozen.</i>	<i>Dozen.</i>
Soft	8,876	1,062	2	12,270	7,656
Stiff	119	34	6	160	166
Nutria:					
Soft	4,435	715	1,110	6,634	4,951
Stiff	261	4,563	836	5,900	3,711
Silk		206		245	138
Straw	46,433	33,764	270	100,314	54,476

This decline is generally believed to be due in part to the gradual increase in the domestic production of hats and in part to the financial depression which Argentina has been undergoing during the past two years, with its subsequent retrenchment in all lines of commercial activity. Straw-hat manufacture has not assumed as large proportions as the felt-hat industry, and the marked decline in imports during 1914 is generally conceded to have been due to heavy stocks of straws on hand at the beginning of the season.

Domestic Hats Predominate in the Provinces.

As a rule imported hats are sold in but limited quantities outside of Buenos Aires and a few other important cities. Provincial retail dealers prefer to buy in small lots of a varied assortment of styles and sizes, and to have their orders filled on short notice—a condition with which importers of foreign hats (unless they carry large wholesale stocks) are unable to comply.

The two accompanying pages from the catalogue of Gath & Chaves, the largest department store in Buenos Aires, with branches throughout Argentina and Chile, illustrate a very general line of hats sold in this country, and also give the retail selling price.

[These may be inspected at the Bureau of Foreign and Domestic Commerce and its branch offices.]

Caps are sold in very limited quantities, and no definite statistics can be obtained, as in the list of imports they are grouped under one heading, which include misses' and men's caps of all kinds. Among the imported men's caps those of French manufacture predominate.

Customs Duties.

The "aforo," or valuation that the customhouse places on imported hats, and the Argentine import duties—which in some instances are specific and in others a percentage of the fixed valuation—are as follows:

Hats and caps.	Official valuation per dozen.	Duty per piece. ^a	Hats and caps.	Official valuation per dozen.	Duty per piece. ^a
Wool felt:			Straw—Continued.		
Soft.....	\$3.37	\$0.337	Same as above, but of a finer grade.....	\$14.47	\$0.482
Stiff.....	6.75	.337	Caps, men's:		
Nutria:			Made of velvet or mixed, embroidered with silk, gold, or silver.....	28.58	1.286
Soft.....	9.65	.965	Same as above, without embroidery.....	9.65	.322
Stiff.....	19.29	.965	Made of cotton, linen, or canvas.....	1.45	.048
Silk.....	38.50	1.930	All other classes of caps..	3.85	.128
Straw:					
Of Italian Pedal or Maglina straw.....	7.72	.257			
Of Manila, Raten, or Bangkok straw.....	9.65	3.22			

^a There is a surtax of 2 per cent of the valuation when the duty amounts to 10 per cent or more of the valuation.

[A brief review of the Rosario market for hats and caps appeared in **COMMERCE REPORTS** for Mar. 11, 1915.]

TRADE STATISTICS.

The following table shows the imports, duties collected, and exports for the week ending July 3, 1915, at 13 principal customs districts of the United States:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$32,404	\$47	.....
Massachusetts (Boston).....	854,424	159,210	\$3,854,018
New York.....	18,264,489	2,268,451	28,070,716
Philadelphia.....	1,553,738	305,176	1,539,675
Maryland (Baltimore).....	324,716	20,927	2,174,889
Virginia (Norfolk).....	351,580	31,268	2,663,467
New Orleans.....	2,003,098	85,395	2,816,208
Galveston.....	107,164	2,575	1,749,295
San Francisco.....	2,074,506	103,560	1,559,098
Washington (Seattle).....	2,573,169	35,391	856,991
Buffalo.....	664,422	19,672	1,667,404
Chicago.....	402,420	123,457	88,200
Michigan (Detroit).....	586,055	13,910	3,361,702
Total.....	29,596,465	3,169,059	50,442,243

The above figures show a favorable balance on merchandise transactions for the week ending July 3 in the 13 customs districts of \$20,545,778. The 13 districts cited handled about 90 per cent of the import and export business of the country, based on the transactions in May, 1915.

Cotton exported during the week ending July 3 amounted to 60,633 bales, making the total since August 1, 1914, approximately 8,312,521 bales.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Enamel materials, No. 17438.—An American consular officer in Brazil reports that a firm of manufacturers of enamel goods desires to be placed in communication with American manufacturers of enamel suitable for enameling cast-iron lavatories, bathtubs, etc.; enamel of various colors for wrought iron to be used in the manufacture of metal name plates and signs. Samples and full information should be sent at once. Correspondence should be conducted in the Portuguese language. It is stated that the firm is willing to pay cash. References are given.

Cassimeres, alpacas, and trousering materials, No. 17439.—A firm in Central America has written an American manufacturing association that it desires samples and prices on cassimeres, alpacas, and trousering materials. Quotations may be by the yard, the meter, or the pattern of 3½ yards.

Fruit and lumber, No. 17440.—The commercial agent of the Bureau of Foreign and Domestic Commerce in San Francisco states that a representative of a California firm is now in the Netherlands and wishes to be placed in communication with American firms desiring a reliable representative in Holland or the United Kingdom. It is stated that the man is well acquainted with the fruit industry in the Northwest. He is particularly interested in fruit and lumber.

Ginseng, No. 17441.—An American consular officer in China writes that a man in his district desires to be placed in communication with growers of ginseng in the United States with a view to making direct purchases. Correspondence may be in English.

Paper, hostery, underwear, etc., No. 17442.—A firm in Brazil has approached an American consular officer requesting assistance in obtaining representation of American manufacturers of waxed paper, calendar backs, photographic mountings, Japanese tissue, paper napkins, sporting goods, lawn-tennis shoes, hosiery, cotton and woolen underwear for men, cravat cloth and aluminum accessories for cravats, cloth labels for shirts and tailors' products, corset cloths and copper accessories, shoe straps, dress hooks, press buttons, leather bags, pressed leather for furniture, tableware, dolls, toys, window blinds, gas mantles, and carnival sundries. Reference is given.

Printing and lithographing equipment, No. 17443.—An American consular officer in Nicaragua reports that a business man in his district contemplates establishing a printing office and desires to communicate with American manufacturers of printing presses, lithographing machinery, printers' supplies, paper, etc. Prices may be in United States currency, f. o. b. New York or New Orleans. French language is preferred, but Spanish or English may be used.

Food products, coal, etc., No. 17444.—A firm in Brazil which is now representing a New York export house writes an American consular officer that it desires to obtain agency concessions from other prominent American exporters of wheat and wheat flour, beans, potatoes, malt, hops, barley, rolled oats, fresh fruits, such as apples and pears, California canned fruits, and coal. Correspondence should be conducted in the Portuguese language. References are given.

Cycle cars, No. 17445.—An American consular officer in the West Indies writes that a business man in his district desires to procure an agency for the sale of American cycle cars.

Roller skates, No. 17446.—A firm in Brazil informs an American consular officer that it desires to import two-wheeled roller skates. References are given.

Adding machines, No. 17447.—An American consular officer in the West Indies writes that a few adding machines of good quality could be sold in his district. He states that the best course to be pursued would be to send a sample machine of medium price to the consular officer, who will demonstrate the machine. He transmits the names and addresses of a number of companies to which literature should be sent.

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Washington, D. C., Friday, July 9

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CONCRETE RESULT OF TRADE OPPORTUNITY.

[Consul J. S. Armstrong, jr., Bristol, England, June 10.]

With reference to Foreign Trade Opportunity No. 16,850, published in Commerce Reports No. 118, of May 20, 1915, Messrs. _____ have just informed me that they have concluded exclusive agency arrangements with a company of Chicago and Galveston for the sale of American cottonseed cake and meals. They wish it to be noted that they are therefore not in position to entertain other agencies in this particular branch, and express appreciation of what the Consulate and the Department of Commerce have done in the matter.

FOREIGN MEDICAL GRADUATES IN COLOMBIA.

[Consul Isaac A. Manning, Barranquilla, June 11.]

The Government of Colombia has issued a decree regulating the granting of certificates to practice medicine to graduates of foreign medical schools. Physicians graduates of schools not in Colombia must submit to the following regulations:

- (1) Present a diploma or diplomas obtained from a foreign college well known for the thoroughness of its course. These diplomas must carry the certificate of the minister or of a consul general accredited by this Republic;
- (2) Submit to a clinical examination before a council composed of one professor of internal clinics, one of clinical surgery, and one of another member of the faculty;
- (3) Present a printed thesis on some national medical theme, on which the medical council will require the author to explain orally what may seem to the council proper in a public examination; and
- (4) The councils of professors before which the clinical examination and the thesis be presented, and the fees which they may charge, will be in accordance with the regulations which the faculty may provide in the ordinary preparatory examinations.

The motor-taxicab rate in Manchester, England, was on June 25 made uniform day and night—25 cents per mile and \$1 per hour for waiting.

NORWEGIAN FIRMS SEEK AMERICAN RUTILE SUPPLY.

[Vice Consul Haakon E. Dahr, jr., Christiania, Norway, May 28.]

According to the Norwegian statistics for 1913, the latest available, the export of rutile from Norway to Russia, Finland, Holland, Belgium, England, and France amounted to 50,730 kilos (111,606 pounds) at an average price of 10 cents per kilo.

While it is impossible to ascertain the quantity exported to each of these countries, France seems to furnish the greatest demand at present.

Increased Demand During Year.

As regards the exports from Norway for 1914, the exporters are of the opinion that the amount was practically the same as for 1913, but there are reasons to believe that the demand this year has increased, and this may be the reason Norwegian firms have applied to the United States for a further supply.

The mines of Norway exporting rutile are situated on the southwest coast at Risør, Kragerø, and Arendal. According to statistical reports and information obtained, Norway does not import rutile. [A list of exporters of rutile from Norway may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

Production in General—American Output.

Rutile is an adamantine, reddish-brown, transparent-to-opaque titanium dioxide, crystallizing in the tetragonal system, and usually containing a small quantity of iron. It is found in the older rocks in various places in Norway, Sweden, the Urals, Switzerland, and, in the United States, in New England, New York, Pennsylvania, Georgia, North Carolina, New Jersey, and Arkansas.

The Geological Survey reports that Nelson County, Va., produced the whole of the American output of rutile in 1913, with a total production of 305 tons, carrying 94 to 96 per cent of titanium dioxide, valued at about \$49,000. A portion of the deposits worked contains considerable ilmenite. The prices for the rutile range from \$160 to \$200 a ton. A large part of the American production in 1913 was used in the manufacture of titanium-carbide electrodes for arc lamps. There was formerly a demand for its use in the manufacture of ferrotitanium. The highest price paid was for pulverized material for the ceramic trade.

There were 250 tons of ilmenite separated during the year in this industry. This is a submetallic, iron-black, opaque titanium-iron oxide, crystallizing in the hexagonal system. Part of the separated ilmenite was sold for use in making electrodes for electric lights, and experiments with the electric furnace point to a possible use in the direct production of tool steel.

FRENCH USERS OF INDUSTRIAL FATS.

Consul George A. Bucklin, jr., has forwarded a list of the leading soap and candle makers in southwestern France and the names of two Bordeaux firms interested in industrial fats. Copies of these lists may be obtained from the Bureau of Foreign and Domestic Commerce at Washington or from any of its branch offices.

MARKETS FOR PUMPING MACHINERY.

A special investigation of the market for pumps and pumping machinery in foreign countries has been made by American consular officers. Detailed instructions were issued in order to obtain complete information, and the reports received from the consular officers include a general outline of the conditions affecting the use of pumps and pumping machinery, the character of the pumps required, quantities and value of the imports and exports of this class of machinery by principal countries, the prices of American pumps compared with those of competing countries, terms and sales methods, and suggestions for increasing the trade in this class of machinery. Many of these reports were accompanied by documents and publications relating to pumps and pumping machinery, as well as lists of importers of this class of goods.

It has been decided to make this information available to American manufacturers in manuscript form. The reports and accompanying documents will therefore be placed on file in the bureau's branch offices, also in other offices which are cooperating with the Bureau of Foreign and Domestic Commerce under a special arrangement, where they may be examined by interested manufacturers. The itinerary of the reports is appended:

New York, N. Y.—June 20 to July 9: Branch office of Bureau of Foreign and Domestic Commerce, 409 Customhouse.

Boston, Mass.—July 12 to 17: Branch office of Bureau of Foreign and Domestic Commerce, 752 Oliver Building.

Pittsburgh, Pa.—July 20 to 24: Foreign Trade Commission, Farmers Bank Building.

Cleveland, Ohio.—July 26 to 30: Chamber of Commerce.

Cincinnati, Ohio.—August 2 to 5: Chamber of Commerce. August 6 to 10, Cincinnati: New Orleans & Texas Pacific Railway Co., general freight agent.

St. Louis, Mo.—August 12 to 18: Branch office of Bureau of Foreign and Domestic Commerce, 402 Third National Bank Building.

Chicago, Ill.—August 20 to 26: Branch office of Bureau of Foreign and Domestic Commerce, 629 Federal Building.

Atlanta, Ga.—August 30 to September 4: Branch office of Bureau of Foreign and Domestic Commerce, 523 Post-Office Building.

Birmingham, Ala.—September 7 to 10: Chamber of Commerce.

New Orleans, La.—September 13 to 17: Branch office of Bureau of Foreign and Domestic Commerce, 1020 Iibernia Bank Building.

San Francisco, Cal.—September 24 to 30: Branch office of Bureau of Foreign and Domestic Commerce, 310 Customhouse.

Seattle, Wash.—October 4 to 9: Branch office of Bureau of Foreign and Domestic Commerce, 922 Alaska Building.

OFFICIAL HANDBOOK OF PANAMA CANAL.

An illustrated Handbook of the Panama Canal has just been issued by the canal administration. The Handbook aims "to tell something of the canal in operation, how it is managed, the distances it saves, with the resulting economy in operation of vessels using the canal, and the ways the trade is moving"; and it has, besides, an interesting chapter on "Features of construction." While the book is intended for free distribution, the supply is limited, and copies should be asked for only by those who are specifically interested. Such requests may be addressed to the Panama Canal, Washington, D. C.

STEAMSHIP SERVICE BETWEEN CALLAO AND BALTIMORE.

[Consul General William W. Handley, Callao-Lima, June 8.]

The Peruvian Steamship Co., locally known here as the *Compania Pervania de Vapores*, with headquarters at Callao, which owns and operates a line of modern oil-burning steamers on this coast, principally between Peruvian ports and Panama, have decided to send for the first time one of its passenger steamers, the *Mantaro*, of 4,617 gross tons, to Baltimore, Md., via the Panama Canal, with passengers and a cargo of 3,000 tons of nitrate from Iquique, Chile. It leaves Callao on June 18, and is due to arrive at Baltimore on July 3 or 4. The rate on this shipment of nitrate is said to be 55 shillings (\$13.38) a ton. This steamer is expected to remain one week at Baltimore, returning to Callao via the canal with a cargo of coke and other American products. It will have about 500 tons space for miscellaneous cargo.

The company also plans to send, within a short time, another of its steamers, the *Pachitea*, of the same class as the former, to Baltimore. In connection with the Baltimore itinerary the Peruvian Line management is especially interested in the experiment as regards the possible development of passenger traffic on this route, making the trip in about 15 days without changing steamers. The first-class passenger rate on this trip from Callao to Baltimore is £30 (\$146). This low rate is due to the present competition on the west coast between the Chilean and Peruvian steamship lines, the regular first-class fare between Callao and Panama being £18 (\$87.60) instead of £10 (\$48.66) as at present.

The Baltimore agents of the company are Gustavus & Co. The company is already advertising the return voyage of the *Mantaro* in the United States and an endeavor is being made to build up passenger traffic from both ports. If the experiment meets with success, it is probable this line will establish a permanent service to Baltimore or some other Atlantic port of the United States.

Shortly after the beginning of the war three of the steamers of the Peruvian Line were withdrawn from the regular service, as the sudden and sharp decline in freight as well as passenger traffic made it unprofitable to continue the existing weekly itinerary north and south. Later when the world-wide shortage of tonnage began to send freight rates upward on this coast as well as elsewhere, the management of the Peruvian Line took advantage for the profitable employment of its idle steamers and procured the Government's permission to dispatch its steamer *Urubamba* (4,757 gross tons) to Liverpool with high-grade ore, cotton, and copper, receiving from £3 to £7 (\$14.60 to \$34.06) a ton as freight rate. This steamer left Liverpool June 6 for Baltimore where it will take on a cargo of coke and general cargo for Peruvian ports.

THE SCHEDULE FROM BALTIMORE.

The Bureau of Foreign and Domestic Commerce has obtained from Gustavus & Co., Baltimore agents of the Peruvian Steamship Co., the following additional particulars of the new line:

The *Mantaro* arrived in Baltimore on July 5 with a cargo of 3,500 tons and 16 passengers. The cargo included nitrate of soda (3,500 tons), silver ore, silver sulphide, zinc bars, Peruvian cotton (3,800

bales, weighing 200 to 400 pounds each), wool, skins, hides, and rubber. The nitrate of soda was consigned to Baltimore, the cotton to Liverpool, and the remainder of the cargo to New York City. The *Mantaro* is scheduled to leave Baltimore on July 15 on its trip south, carrying a cargo of coke, cement, and pig iron.

The *Urubamba*, now en route from Avonmouth, England, is scheduled to leave Baltimore July 19 on its southern trip, while the *Pachitea* is scheduled to leave Baltimore July 28 on its southern trip.

A schedule has not been defined for all ports these vessels will touch; this will be determined by the cargoes and passengers carried. However, it may be stated that the new line will ply regularly between Baltimore and Valparaiso on a 17 to 18 schedule, touching at ports in Ecuador, Peru, and Chile. The regular southern schedule giving a port in Peru as the first port of call will require 14 days from Baltimore. Stops could be arranged for points in Ecuador.

Other vessels of the fleet, the *Ucayali* and *Huallaga*, will make weekly trips between Valparaiso and Panama.

A FIELD FOR AMERICAN GOODS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, May 28.]

There is a shortage of many imported articles and indications point to a shortage in many other lines, unless they can be supplied by American manufacturers, and now is the time to act. The following commercial review appeared in the New Zealand Herald of May 28, 1915, which clearly covers the real conditions at present:

The week has continued very busy in the wholesale trade, booking for next month's account being quite satisfactory. Retail houses have kept their stocks as low as possible, and are now compelled to fill up to replace sales, as distributing business has kept up well. An interesting feature in the wholesale turnover during the last few weeks has been the sale of good parcels of merchandise for shipment to the south, where stocks appear to have run much shorter than they have in Auckland. The interruption of regular supplies, caused by the war, is gradually making an impression on stocks in first hands here, the principal dearth being naturally in those heavy lines of which importers do not ordinarily keep more than sufficient for the sales of a month or two.

Among these larger lines there is a decided shortage in corrugated iron, fencing wire, wire netting, staples, and nails, so that inquiries from the south for these goods could not be filled. The war has shown, however, that in ordinary goods large stocks are held in Auckland, and so far the retail purchaser has seen very few signs of any shortage, the only noticeable feature being an advance in price where a higher cost has to be faced. It is probable that the position will become still more acute before any relief comes, because in England the war is absorbing all attention, and ordinary commerce is rightly taking second place. One important cause of the shortages being limited to certain lines is the fact that whereas shipments from London have been fairly regular, although inadequate to meet all requirements, the communication from the west coast ports has been almost stopped. For several months there was no steamer at all from Glasgow and Liverpool, and the special goods from these great ports will probably be the first to run right out. In the meantime importers are helping those southern houses which are in a still worse position.

It should be remembered that the countries at war have been supplying fully 65 per cent of the manufactured articles imported into this country.

Care should be taken that orders be carefully filled and that goods are well packed. There are many reliable houses here, and R. G. Dun & Co. has an agency here ready to furnish financial information.

SHIPPING SUGGESTIONS FOR CENTRAL AMERICA.

[Consul E. M. Lawton, Tegucigalpa, Honduras, June 5.]

Interviews with importers in this market suggest a few ideas which may be of practical use to American exporters.

Bale Shipments.

Manufacturers of textiles in the United States now usually supply the odd widths and lengths of cottons which formerly they did not care to furnish. Packing of such goods has been much improved as well. Attention is called to the practice of some shippers who bind their bales with ropes. Such bales invariably come in bad condition, as the sailors evidently appropriate the ropes for trousers supports or other use. The packing most appreciated by merchants here is with straps of painted iron or steel, at least $1\frac{1}{4}$ inches wide and not over 8 inches apart. Such straps are readily sold to blacksmiths for more than their original cost. Galvanized straps are worthless as scrap. Narrower straps are liable to cut into the goods.

For these tropical countries, where there is great humidity at times, care should be taken to have plenty of oiled or heavy manila paper between the goods and the outside covering. The writer has seen a shipment where in one bale rust marks show on the edges of the folds of all the bolts. The entire bale was ruined.

Box Shipments.

Complaints have been received that American exporters do not always use the proper judgment about the weight of boxes for shipment. Where the importer is paying 15 to 25 cents per pound gross weight in American currency for duties, port charges, and inland freight, this is an important item. An average size of American and European boxes of the same cubic contents shows 12 pounds more weight for the former, and the latter if anything the stronger box.

The wood used for the European box seems to be lighter and tougher, and if of $\frac{3}{4}$ inch or less in thickness has well-placed battens on the sides or ends. A comparison was made on shipments of beer received here, where boxes containing 5 dozen half bottles of American beer weighed more than the full case containing $5\frac{1}{2}$ dozen of the same size German beer.

Marine Measurements.

Shipping agents should not accept marine measurements of freight dimensions without verifying same. A local wholesale dry goods firm allege that they have had to pay in the aggregate a considerable sum in excess of what should have been collected for freight where charged on cubic dimensions, because measurements of supercargoes were accepted without question.

Insurance and Losses.

Packages are frequently opened and robbed en route. Transshipment across the Panama Isthmus receives credit for the most of this. Possibly through shipments via the canal will correct this. Only the best quality of goods are usually taken. Bottled liquors are most frequently robbed. Perhaps only a bottle or two is taken from a case, but because of the vacant space the other bottles are soon broken. Very often a whisky case will arrive here with nothing in it but

broken glass. Packages of fine shoe leather, although covered with heavy wire mesh, frequently have part of the contents missing. A recent shipment of umbrellas had seven removed, and claims against steamship companies require from one to two years to effect settlement, so that insurance against theft is desirable. A necessary point in this connection is to have shipments insured to destination and not merely to the Honduras seaport.

Under ordinary conditions the time of ocean transit, even via the canal, is much less than the time to get the shipment from the port to this city. And at present, due to abnormal conditions of drought and a consequent scarcity of animals for freighting, there are thousands of cases of goods for this city which have been in the port two months or more without getting any farther.

Bills of Exchange.

Honduras imports are double the amount of the exports. It is sometimes difficult to secure drafts or bills of exchange, so that merchants frequently purchase drafts on banks in western cities to pay accounts in New York and have to suffer a considerable loss in exchange. It might not be unworthy the consideration of the Clearing House Association of a less onerous or a preferential charge on those drafts sent in payment of foreign exports.

Size and Weight of Packages.

This city is the distributing center for other towns which can only be reached by mule-back transportation. It is always desirable, unless specifically ordered, to have the packages as large as possible, in order to avoid duty on excessive tare weight, but on the other hand, as 250 pounds is considered the top weight for a mule load, where the weight of packages naturally divides around 125 pounds, it is well not to exceed that weight as being most convenient for mule back. The large and heavier packages are brought to this city by cart and then divided if distributed elsewhere. Again, very small packages should be avoided not only for the surplus weight but because there are certain fixed port charges per package, irrespective of weight.

Parcel Post.

A large amount of imports are received by post, as inland freight and other charges (besides ocean freight) are thereby avoided, which at present amount to 3 or 4 cents per pound. There is much room for improvement in the packing of postal parcels. Pasteboard boxes are no special protection, as they invariably come crushed. It is better to roll tightly in the smallest parcel possible, with the least possible excess weight, where the nature of the goods will at all permit.

General Shipping Conditions.

It must not be inferred that Honduras importers in general are complaining of American shipping methods. The foregoing is prepared after an interview with dozens of merchants in a frank endeavor to find out what, if any, are the points of possible improvement. The above suggestions or complaints are not applicable to all exporters. American shipping methods are improving daily, and Honduras importers are quick to recognize it.

IMPORTANCE OF COCONUT PRODUCTS.

[Vice Consul Caspar L. Dreier, Singapore, Straits Settlements, May 12.]

Comments in a recent issue of the *Malayan Tin and Rubber Journal* indicate that many persons believe that after the war there will be a big demand for coconut fats. They argue that a large number of the dairy cows on the Continent will have been destroyed and the manufacture of butter from animal fats accordingly restricted.

Nut butter has been gaining in popularity, and if, through force of circumstances, people place it on their tables instead of the animal-fat butter, the coconut industry will be benefited. The markets of Germany and Austria are, of course, closed to the industry. Large quantities of copra have been exported during recent years from the British possessions to Germany and Austria-Hungary. In 1913 the imports of copra into Hamburg from all sources amounted to 230,395 metric tons, of which 124,434 were from British possessions.

Ranks Second in Agricultural List.

Austria-Hungary's imports of copra from all sources were 33,604 metric tons, of which 29,177 were British. The bulk of the British copra was obtained from the British East Indies. It appears that a considerable proportion of that formerly taken by Germany and Austria can now be taken by the United Kingdom. It was used in those countries for the production of coconut oil and coconut feeding cake.

Although considerable caution is advised when investigating the possibilities of the coconut industry for investments, the many uses to which the coconut can be applied makes it, next to rubber, the best of the Malaysian agricultural products.

Attention Called to Value as Cattle Food.

A recent bulletin of the British Imperial Institute draws attention to its value as cattle food. Coconut cake forms an excellent feeding stuff for milch cows when fed at the rate of $4\frac{1}{2}$ to 5 pounds per head per day. It tends to produce a firm butter, and is thus especially well suited for feeding in warm weather and to counteract the effect of feeding stuffs which tend to give a soft butter. The cake may be safely fed to fattening cattle at the rate of 4 pounds per head per day, without detriment to the animal or the quality of the meat. The meal is suitable as a food for pigs, but owing to its relatively high price compared with meals usually used for pig feeding, it is doubtful whether it could be employed profitably for this purpose.

With regard to the feeding values of coconut meal for horses, it has been shown that it can replace an equal weight of oats in a ration without adversely affecting the animal. When all the factors are taken into account, coconut cake is cheaper than linseed or cottonseed cakes at the rate prevailing recently, and the difference in price per food unit per ton represents a considerable advantage to the man who uses coconut cake in preference to linseed and undecorticated cottonseed cakes.

Compulsory use of taximeters on all public motor vehicles in Manchester, England, took effect June 25.

FIRST ELECTRIC AUTOMOBILE IN EDINBURGH.

[Consul Rufus Fleming, Edinburgh, Scotland, June 17.]

No vehicles driven by electric power have been in use in this part of Scotland for pleasure or business.

It is noteworthy that the Edinburgh corporation is the first purchaser of an electric vehicle in this district, and still more noteworthy that it is the intention of the committee in charge of the municipal electricity plant to encourage the introduction of electric trucks, vans, and other cars. The committee has acquired, through a London agency, an American-built electric lorry or wagon, having a carrying capacity of $1\frac{1}{2}$ tons and a guaranteed speed of 11 miles per hour on the level and 5 miles per hour on a gradient of 1 in 10 with full load. The accumulators are of the Edison type. With a full charge the lorry is capable of traveling 40 miles with a load of $1\frac{1}{2}$ tons and 50 miles with a half load. The control is effected by one handle fixed to the steering wheel, which alters the speed of the motor, so that there are only the controller handle and the brakes to manipulate.

Low Cost of Electric Power.

The electricity required for one full charge is about 35 units. With electricity at 1 penny (2 cents) per unit, the cost per mile will be slightly less than $1\frac{1}{2}$ cents on moderately level roads with good surface. The cost of the lorry complete is £695 (\$3,382.21).

The committee has undertaken to supply electricity for the charging of such vehicles at the rate of 1 penny per unit and has made arrangements not only for charging but also for storing lorries in the municipal electric stations. It is considered not unlikely that the result will be a fair demand for commercial electric lorries and vans and also electric cars for pleasure and professional purposes.

NATIONAL LOBSTER CONFERENCE.

Pursuant to an invitation issued by the Secretary of Commerce, a conference will be held at the marine fishery station at Woods Hole, Mass., on July 12, at which all the lobster-producing States and the Federal Government will be represented. The meeting is under the auspices of the United States Bureau of Fisheries, and will be presided over by the Commissioner of Fisheries.

The conference is called because of the unsatisfactory condition of the lobster fishery in the centers of greatest production, in order that all phases of the lobster industry may be considered, its present needs set forth, and the policy of the Federal Government with reference thereto determined. While the Department of Commerce is entirely without jurisdiction over the lobster fishery, a connection exists between that fishery and the Bureau of Fisheries through the extensive work of artificial propagation that for many years has been carried on at Government hatcheries in Maine and Massachusetts. One of the main objects of the conference is the consideration of means for increasing the efficiency of lobster culture and of securing the most active cooperation among the various Federal, State, and private interests to the end that the supply may be maintained and the welfare of the important industry safeguarded.

CERAMIC RESOURCES OF ALBERTA.

[Consul Samuel C. Beal, Calgary, Alberta, Canada, June 22.]

One of the mineral assets of Alberta Province which for the most part is passed over quite unnoticed is clay, although its importance and value to the Province must eventually be recognized.

The clays of Alberta may be divided into two general classes: (1) The soft clays which can be easily dug by hand; (2) those which have become so indurated or hardened as to partake much of their original or rocky nature. These can only be worked by the use of explosives. They are known as shales, though sometimes erroneously spoken of as soapstone or slate.

Up to the present the manufacture of clay products has been quite limited, but the industry should be profitable for two reasons: (1) The distribution of the clays over the Province is very extensive, and (2) the ease with which they can be won and manufactured into ware.

The chief output of clay products at present in the Province is confined to building brick, of which two-thirds are common brick and the balance face brick. The majority of the brick produced is either by the dry-press or soft-mud process, there being but three plants manufacturing by the stiff-mud process. The principal points of manufacture are at Calgary, Medicine Hat, Edmonton, Sandstone, Redcliff, Red Deer, Cochrane, Lethbridge, Vermillion, and Innisfail.

There is only one plant manufacturing sewer pipe and fireproofing. This plant derives part of its raw material from an adjoining Province. During 1914 about 300,000 paving brick were made at one plant in Calgary.

There is one small pottery at Medicine Hat producing low-grade ware like flowerpots, jardinières, crocks, etc. There are no fire-brick, terra-cotta, or roofing-tile plants in the Province.

During 1912, the last year on which figures are obtainable, there were in Alberta 33 active plants producing during that year approximately 70,000,000 common brick and 24,000,000 face brick. The former averaged \$10.69 per thousand and the latter \$14.77. This latter figure seems, however, too low and must have included No. 2 and low-grade face brick. The average price for No. 1 face brick would be nearer \$20 per thousand.

Upon the return of proper business conditions there will be excellent openings for the manufacture of first-class paving and sewer brick, terra cotta, roofing tile, a pottery which would produce a better grade of ware than is now made, and a fire-brick plant, provided the proper clay can be found.

The building-brick branch is quite well provided for; in fact, many of the plants have found it necessary to reduce outputs.

As to what the great north country, known as the Peace River district, holds in store for the clay worker little is known outside of the reports by the prospectors. These all point to one thing—that much valuable material is confined within its bounds, especially clays of a higher grade than those of central and southern Alberta.

During the year of 1912 alone Canada used approximately \$17,500,000 worth of clay wares. Of this Alberta produced but 12½ per cent, while 38 per cent of the consumption was imported.

INORGANIC FODDER.

[Scientific American, July 3.]

Germany possesses abundant supplies of potatoes, beet roots, and turnips—that is, materials holding carbohydrates; albuminous fodder, on the other hand, is available only in limited quantities. Now, an invention recently made at the Institute of Fermentation Industries, Berlin, will, it seems, allow a nourishing yeast containing more than 50 per cent of albumen to be prepared from sugar and ammonium sulphate. Sugar is, to this effect, bound to an inorganic base; in order to supply the albumen, so far wanting, the sugar is “fertilized” with ammonia, potash, and magnesia, in the form of their salts, after which some yeast is introduced and a strong air current applied. The yeast then absorbs the sugar and the “fertilizer,” thus resulting in the formation of a highly albuminous yeast.

The process above outlined, of course, can be used only in such countries as are amply provided with sugar and ammonia. Germany, as is well known, raises much beet sugar, while Dr. Haber’s synthetic process enables ammonia in any amounts to be prepared from nitrogen and hydrogen. The dry yeast obtained according to the above process constitutes an excellent nourishing fodder for cattle and especially for horses. It is now prepared in existing press-yeast factories, but will shortly be manufactured in large works erected for the purpose.

CARBOLIC ACID IN JAPAN.

[Consul General George H. Seidmore, Yokohama, May 18, 1915.]

A plan is under way for starting a semiofficial factory with a view to producing carbolic acid from coal tar. In this connection the fact may be noted that the experimental production by the Tokyo Gas Co. of benzol, naphthalene, carbolic acid, and even aniline from coal tar has been attended with results that, according to the “Yorodzu” (Tokyo), inspire every confidence. Special interest attaches to the production of carbolic acid from coal tar, since from an annual outturn of 68,000 tons the total amount of the acid produced would be something like 190 short tons. At present the monthly production of the company amounts to about 2,667 pounds, but it will be increased to 13,333 pounds upon the completion in August of the factory now under construction for the purpose near Tokyo.

FISHES DESTRUCTIVE TO MOSQUITOES.

The United States Bureau of Fisheries has recently issued (Economic Circular No. 17) a brief report on the fishes destructive to the eggs and larvæ of mosquitoes. This enumerates and illustrates by cuts the fishes occurring east of the Rocky Mountains which are known to destroy mosquitoes in their natural environment and are therefore valuable in mosquito extermination. The circular contains useful information respecting the methods of collecting and transporting these fishes, the character of the waters they inhabit, and lists of those which occur in different parts of the country. Copies may be obtained upon application to the Bureau of Fisheries, Washington, D. C.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the week ended July 3, 1915:

Name.	Official number.	Tonnage.		Year built.	Where built.	Home port.
		Gross.	Net.			
POWER.						
Gas screw yacht:						
Jeanette	213412	30	24	1915	East Boothbay, Me...	Hartford.
Melissa	213424	29	20	1915	Jacksonville, Fla.	Jacksonville
Togo	213425	45	43	1906	Toms River, N. J.	Philadelphia.
Gas stern wheel:						
Margaret Judson.....	213423	10	6	1915	Lenoir City, Tenn.	Chattanooga.
Mollie E.	213429	7	7	1912	Bromley, Ky.	Cincinnati.
Gas screw:						
Acushla	213408	24	20	1915	Seattle, Wash.	Seattle.
Bessie	213427	43	29	1915	Baltimore, Md.	Baltimore.
Bryan	213411	19	15	1915	Seattle, Wash.	Seattle.
Caroline	213417	37	25	1915	Tottenville, N. Y.	Newark.
Casco	213422	12	8	1914	Machiasport, Me.	Machias.
City of Salee	213409	9	6	1914	Los Angeles, Cal.	Los Angeles.
Daphne	213420	49	34	1915	Mobile, Ala.	Mobile.
Eva Lee	213410	8	6	1915	Ballard, Wash.	Seattle.
Ferro	213414	7	5	1914	Ellamar, Alaska	Juneau.
Hellenic	213421	29	24	1915	Poulsbo, Wash.	Seattle.
Ibsen	213406	20	16	1915	Seattle, Wash.	Do.
Junior	213430	18	18	1915	Baldwin, N. Y.	Patchogue.
Kamome	213416	11	9	1915	Peshigo, Wis.	Galveston.
Minnie V. Pope.....	213413	35	31	1915	Bristol, R. I.	Providence.
Sir Francis	213431	7	5	1915	Tacoma, Wash.	Seattle.
Tango	213415	17	12	1915	Ketchikan, Alaska	Ketchikan.
Time	213418	11	9	1915	Everett, Wash.	Seattle.
Steam stern wheel:						
John	213419	26	26	1915	Floridatown, Fla.	Pensacola.
Robt. H. Romunder..	213425	62	62	1915	Clarendon, Ark.	St. Louis.
Steam screw:						
Edna	213428	7	5	1915	Duluth, Minn.	Duluth.
UNRIGGED.						
Barge:						
Cullen No. 19	166057	460	460	1915	Rondout, N. Y.	New York.
Mary A. Kennelly	166045	450	480	1914	Athens, N. Y.	Do.
M. P. No. 1	166005	318	318	1915	Baltimore, Md.	Do.
Scow:						
C. C. Co. No. 1.	166042	29	29	1915	Seattle, Wash.	Seattle.
C. C. Co. No. 2.	166043	29	29	1915	do	Do.
C. C. Co. No. 3.	166044	29	29	1915	do	Do.
Dixie No. 8	166059	29	29	1915	Friday Harbor, Wash.	Do.
Gastineau No. 4.	166064	40	40	1915	Juneau, Alaska	Juneau.
J. H. R. No. 3	166058	17	17	1915	Bellingham, Wash.	Seattle.
Sanitary 1	166061	25	25	1915	Anacortes, Wash.	Do.
Sanitary 2	166062	25	25	1915	do	Do.
Star No. 55	166046	24	24	1915	Bellingham, Wash.	Do.
Star No. 56	166047	24	24	1915	do	Do.
Star No. 57	166048	24	24	1915	do	Do.
Star No. 58	166049	24	24	1915	do	Do.
Star No. 59	166050	24	24	1915	do	Do.
Star No. 60	166051	24	24	1915	do	Do.
Canal boat:						
A. B. Wess.	166054	125	125	1894	Tonawanda, N. Y.	Buffalo
Erie Boatmen's Union	166055	143	143	1893	do	Do.
Gilbert and Bertha	166060	103	100	1903	do	Albany.
Jimmie and Raymond Shean	166053	129	129	1890	Buffalo, N. Y.	Buffalo.
John F. Kennedy.....	166056	129	129	1894	do	Do.
W. E. Danforth	166052	129	129	1894	do	Do.

* Place of build unknown. Rebuilt at Duluth, Minn.

The total number of foreign-built vessels admitted to American registry under the act of August 18, 1914, to July 3, 1915, was 150 of 529,024 gross tons.

NOTIFICATION TO DESTROY OLD CATALOGUES.

[Consul James Oliver Laing, Karachi, India, May 15.]

Several American firms which make a business of supplying catalogues and price sheets to this consulate have adopted the custom of notifying the consulate when supplying new advertising matter that certain old catalogues and price lists already in possession of the consul should be destroyed. This is both a help to the consulate and a wise precaution of the shipper.

It assists the consular staff to keep the catalogues files up to date and also prevents mistakes by making it impossible to hand an inquirer an old catalogue. In filing the numerous catalogues and price sheets in consulates it is often impossible to know whether the new catalogue is supposed to supplant or to supplement previous new literature unless both the old and the new are carefully examined. This careful examination can not always be made without much difficulty and loss of time and, with the added duties entailed by the war, it is now often impossible. Notification by the American house, however, to cancel the catalogues or price list of a particular date not only secures more accuracy for the house but makes less trouble for the staff and reduces very materially the periodical "cleaning up" of the catalogue file.

PROPOSED CHINO-JAPANESE BANK.

[Extract from Japan Advertiser of May 20, by Consul General George H. Scidmore, Yokohama.]

A Peking telegram says that arrangements for establishing a Chino-Japanese bank, projected by Japanese and Chinese capitalists through the medium of Mr. Murayama, ex-consul for Japan in Changsha, have been completed. The bank will be capitalized at 100,000,000 yen (\$498,000), and the sum will be equally borne by the Chino-Japanese Industrial Co. and Chinese capitalists. A premium of 5 yen (\$2.49) per share will be called for at once, the payment of 25 yen (\$12.45) per share being called later. The board of directors will for the time being consist of a Japanese and a Chinese representative. The Chinese shareholders will be capitalists in Changsha, Changte, and Hiangtan, cities in Hunan Province. Business will be begun shortly.

MINING ACTIVITY ALONG PROPOSED SPANISH RAILWAY.

[Consul Wilbur T. Gracey, Seville.]

In continuation of the article published in *COMMERCE REPORTS* for March 4, 1915, relative to the projected railway extension from Cordoba to Puertollano, figures as to the development of the mineral resources of the territory to be served (taken from the annual report of the Chamber of Commerce of Cordoba) are of interest. In Cordoba 14 concessions have been granted for iron mining, 3 for zinc, 5 for lead, and 36 for copper; in Villafranca, 4 iron; Adamuz, 1 iron, 9 coal, 1 copper; Montoro, 28 iron, 65 lead, 12 copper, 1 bismuth; Villanueva de Cordoba, 4 iron, 7 lead, 1 copper, 3 bismuth; Conquista, 5 iron, 3 lead, 1 copper, 3 bismuth. The proposed line would give these mining properties access to the sea at Seville, in addition to making a more direct route between that port and Madrid.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 2486.—Sealed proposals will be received by the Bureau of Standards, Washington, D. C., until August 2, 1915, for furnishing labor and materials necessary to the construction of a chemical laboratory building on the premises of the bureau at Connecticut Avenue and Plerce Mill Road. Drawings, specifications, and necessary blank forms may be obtained upon application to Donn & Deming, architects, 808 Seventeenth Street NW., Washington, D. C. A deposit of \$10 must accompany each application, \$8 of which will be refunded upon return of the drawings, etc.

Marine railway, No. 2487.—Sealed proposals indorsed "Proposals for marine railway" will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 18, 1915, for constructing a marine railway at the naval station, Pearl Harbor, Hawaii. Plans and specifications may be obtained on application to the bureau or to the commandant of the naval station named.

Fuel, No. 2488.—Sealed proposals will be received at the office of the Lighthouse Inspector, Buffalo, N. Y., for furnishing fuel for use of lighthouse tender *Crocus* during fiscal year ending June 30, 1916. Blank proposals and particulars may be had on application to the above office.

Chart paper, No. 2489.—Sealed proposals will be received at the office of the Superintendent, Coast and Geodetic Survey, 205 New Jersey Avenue SE., Washington, D. C., until July 13, 1915, for furnishing 43 reams of chart paper. Specifications, etc., may be had by applying to the above office.

Laying fire brick, No. 2490.—Sealed proposals will be received at the office of the Bureau of Standards, Department of Commerce, Washington, D. C., until July 19, 1915, for laying up about 15,000 fire brick in an oil-heated furnace. Those interested should address the above office, letters to be accompanied by statement of experience in building gas and oil furnaces.

Stone, No. 2491.—Sealed proposals will be received at the office of the United States Engineer, Customhouse, New Orleans, La., until July 21, 1915, for furnishing and placing on the jetties at Southwest Pass, Mississippi River, about 12,000 tons of stone. Further information may be had on application to the above office.

Labor and materials, No. 2492.—Sealed proposals will be received at the Department of the Interior, Washington, D. C., until July 22, 1915, for furnishing all labor and material, unless otherwise specified, which shall be required in the installation of plumbing, and of marble, tile, and terrazzo work in room 109 of the General Land Office building, Washington, D. C., in accordance with plans and specifications, copies of which may be obtained on application to the chief clerk of the department.

Condemned lighthouse property, No. 2493.—Sealed proposals will be received at the office of the Lighthouse Inspector, Baltimore, Md., until July 22, 1915, for the purchase of condemned lighthouse property, consisting of scrap iron, copper, and zinc, old rope, rubber, clocks, small boats, etc. Blank proposals and particulars may be had on application to the above office.

Building material, No. 2494.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until July 27, 1915, for furnishing and delivering at the United States Penitentiary, Atlanta, Ga., cupolas, dormers, roofing felt, pitch, elastic cement, sheet copper, and slating nails, reinforcing material for roof, stairs, attic floor, etc., for the bath, laundry, and tailor-shop building at the above-named institution. Copies of the specifications, together with further information, may be had on application to the Washington office.

Buoy supplies, No. 2495.—Sealed proposals will be received at the office of the Lighthouse Inspector, Tompkinsville, N. Y., until July 29, 1915, for furnishing buoy supplies for the fiscal year ending June 30, 1916, consisting

of bell buoys, mooring buoys, can and nun buoys, can and nun tall-type buoys, iron spar buoys, ballast balls, iron sinkers, and bottom castings for buoys. Blank proposals and particulars may be obtained by addressing the lighthouse inspector, Tompkinsville.

Dredging, No. 2496.—Sealed proposals will be received at the office of the United States Engineer, Room 707 Army Building, 39 Whitehall Street, New York City, until August 2, 1915, for dredging in Hempstead and Huntington Harbors, N. Y. Further information may be had on application to the Engineer's office.

Dredging, No. 2497.—Sealed proposals will be received at the office of the United States Engineer, Customhouse, Norfolk, Va., until August 4, 1915, for dredging in Inland Waterway, from Norfolk, Va., to Beaufort, N. C. Further information may be had on application to the Engineer's Office.

Construction work, No. 2498.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until August 11, 1915, for the construction complete (including mechanical equipment, lighting fixtures, and approaches) of the United States post office at Wellsburg, W. Va. Drawings and specifications may be obtained from the custodian of the site at Wellsburg or at the Washington office.

METAL INDUSTRIES IN ALSACE-LORRAINE AND BADEN.

[Consul Milo A. Jewett, Kehl, Germany, May 7.]

Lorraine produces about 25 per cent of the raw iron made in Germany. The production of raw iron in Lorraine in the year 1913 was 3,869,866 metric tons (metric ton=1.10231 short tons). During the last five years the output has increased at the rate of about 350,000 tons per annum. The average number of persons employed in the iron mines of Lorraine in 1913 was 17,713. According to the census of 1907 there were in Alsace-Lorraine 23,993 persons engaged in the working of metals and 24,268 persons employed in the manufacture of machinery, instruments, and apparatus. In the whole of the grand duchy of Baden 51,798 persons were engaged in the metal-working industries and 44,644 in the manufacture of machinery, instruments, and apparatus.

HEAVY FROSTS IN THE NETHERLANDS.

[Consul Frank W. Mahlin, Amsterdam, June 24.]

Heavy frosts have occurred in various parts of the Netherlands, with more or less damage to all kinds of vegetation. The north-eastern part of the country seems to have suffered the most. There, it is reported, whole fields of beans, potatoes, etc., were absolutely frozen. How much deteriorating effect this will have on the harvests is not yet evident.

PROGRESS ON NEW LIGHTHOUSES.

It is stated in the June report of the Bureau of Lighthouses, Department of Commerce, that the structural steelwork at the Galveston Light Station, Tex., has been completed and that the lantern for this station is on exhibition at the San Francisco Exposition. Plans and specifications for the lighthouse at Navassa Island, West Indies, have been sent to the printer. Work on the Kilauea Point Lighthouse, Hawaii, has been completed, at a total cost of \$77,982.07.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

Consuls are requested to contribute to this department, and in doing so should in each instance state in what language correspondence should be conducted.

Machinery, No. 17448.—An American consular officer in Brazil writes that a firm in his district desires to import machinery for manufacturing jute coffee bags.

Bronze plate, copper sheeting, etc., No. 17449.—One of the commercial agents of the Bureau of Foreign and Domestic Commerce reports that a company in Chile desires to receive catalogues and full information relative to the following commodities: Bronze plates 2 feet by 4 feet, Nos. 2 to 30; sheathing materials for ships' bottoms, 14 inches by 48 inches; zinc plates for boilers $\frac{1}{2}$ inch by 6 inches by 12 inches, $\frac{3}{4}$ inch by 6 inches by 12 inches, 1 inch by 8 inches by 12 inches, and 1 inch by 8 inches by 16 inches; cut copper square nails for ships ranging from $1\frac{1}{4}$ inches to 3 inches; copper tacks ranging from $\frac{3}{4}$ inch to 1 inch; also catalogues and full information relative to hardware, machinery, and ammunition for hunting rifles and shotguns.

General agency, No. 17450.—The Department of Commerce is in receipt of a letter from a merchant of British India, who is now in the United States for the purpose of establishing commercial relations with American manufacturers and exporters. He states that he desires to work on a commission basis and that he can supply satisfactory reference.

Waste paper, etc., No. 17451.—An American consular officer in India reports that a business man in his district desires to communicate with American exporters of waste paper and "fents" (cotton-mill remnants). Correspondence may be in English.

Bottles, No. 17452.—A firm in Brazil informs an American consular officer that it desires to receive catalogues, price lists, and full information relative to yellow-tinted glass bottles, for pharmaceutical purposes, of the following sizes: 120, 250, and 500 grams. References are given.

Electric-light globes, No. 17453.—An American consular officer in England reports that a firm in his district desires to communicate with American manufacturers of heat-resisting inner and outer globes for arc lamps. Prices should be quoted c. l. f. British ports, if possible.

Toys, etc., No. 17454.—A novelty company in Brazil writes an American consular officer that it desires to represent American manufacturers of all kinds of novelties, childrens' bicycles, dolls, toys, etc. References are given.

Tanning material, No. 17455.—An American consular officer in China reports that a firm in his district is desirous of hearing from American importers of myrobalan, quebracho, and other tanning materials. Quantities, prices, terms, etc., should be supplied with first communication.

Machinery, tools, etc., No. 17456.—One of the commercial agents of the Bureau of Foreign and Domestic Commerce reports that a firm in Peru desires to receive catalogues, price lists, and full information from manufacturers of all kinds of wood-working machinery; machines for cutting rivets of iron and bronze 5 millimeters deep; perforating machines; automatic punches; machines for cutting and engraving iron and bronze plates; lathes; machines for making bamboo blinds, washboards, railings, chairs, rulers, school benches, etc.; also samples and catalogues, etc., of paints, inks, varnishes, polishing pastes, furniture; and foundry and machine shop products; wire nails; greases; hemp thread; sanitary supplies; shovels; lead pipes; and zinc plates, etc.

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1915

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CONSULAR TRADE CONFERENCES.

American Consul General Thomas Sammons at Shanghai, China, expects to arrive in San Francisco on leave of absence some time between July 19 and July 26.

Manufacturers and exporters who may care to discuss commercial conditions and opportunities in the Far East may make appointments with him by addressing him in care of the branch office of the Bureau of Foreign and Domestic Commerce, Room 306-7 Custom-house, San Francisco, Cal.

COTTON SITUATION IN BRAZIL.

Dr. E. C. Green, an American cotton expert, has been appointed superintendent of the recently organized Cotton Service of the Brazilian Ministry of Agriculture. Prior to his present connection with the Government Dr. Green made a preliminary survey of the cotton situation in Brazil, and submitted a report that contained the results of his investigations, and was illustrated with photographs taken in the field. A copy of this report has been forwarded from Rio de Janeiro by Ambassador Edwin V. Morgan and may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices. There will also be made available to those interested a report on the cotton situation in Brazil, prepared by Consul General A. L. M. Gottschalk, based in part upon an interview had with Dr. Green.

The activities of the new Service will embrace (1) cultural processes, (2) gathering and packing, and (3) marketing the lint, and should aid in developing this important though nearly latent source of national wealth. The development of the cotton industry of Brazil will, in the opinion of Commercial Attaché Lincoln Hutchinson, present opportunities for the sale of American plantation equipment.

NOTES ON PERU.

[Commercial Attaché A. I. Harrington, Lima, June 9.]

Official statistics for the month of April, 1915, show that the customs duties collected amounted to \$320,980, as against \$596,672 for the corresponding month in 1914.

Bank Deposits—Exports.

Statements published by the local banks on May 31, 1915, show a total decrease in cash held of \$141,000 and an increase of \$129,900 deposited in foreign banks. Sight deposits on April 30 amounted to \$11,631,000; on May 31, to \$11,844,000.

Rice exports from Peru for 1914 amounted to 2,803 metric tons, as against 3,410 metric tons in 1913. The decrease is accounted for by the fact that further exports were prohibited on August 9, 1914. Cotton exports for 1914 amounted to 47,692 metric tons, valued at \$7,376,354, as against 56,161 metric tons, valued at \$7,615,313, in 1913. Sugar exports for 1914 amounted to 176,671 metric tons, valued at \$12,852,188, as against 142,901 metric tons, valued at \$6,874,734, in 1913. Hides and skins exported during 1914 amounted to 2,779 metric tons, valued at \$928,514, as against 3,733 metric tons, valued at \$990,338, in 1913.

Exchange—Shipping Situation.

Exchange has remained practically unchanged. Sight drafts on London are quoted nominally at $9\frac{1}{4}$ per cent premium, and 90-day bills at $7\frac{1}{4}$ to $7\frac{3}{4}$ per cent premium. Dollar exchange on the United States is quoted at \$4.30 for the Peruvian pound. The difficulty in securing exchange is accounted for not so much by the decrease in the value of exports as by the fact that large exporters are drawing on shipments only sufficient funds to meet their immediate needs and maintaining large credits abroad in preference to selling all their exchange and carrying large deposits in the local banks.

Much is left to be desired in the way of improving steamship connections, not only with European ports but with those of the United States. The fact that the Peruvian Steamship Co. is finding it profitable to put its steamers into this trade would suggest that this might be a good opportunity to establish an American steamship service running direct from United States Atlantic ports to the west coast of South America by way of the Panama Canal.

NOTES OF THE COAST AND GEODETIC SURVEY.

Wire-drag party No. 1 has been operating in the fairway or navigable channel between Boston and the Cape Cod Canal and intermediate points. The work has been interfered with somewhat by lobster traps and fish nets.

Wire-drag party No. 4 has been operating in Sumner Strait, Alaska. During June there was discovered a dangerous rock in the track of vessels. This rock has only 18 feet of water over it at low tide. Notice of the danger has been published.

The Survey is preparing for publication "Atlantic Coast Pilot, Part C, Delaware and Chesapeake Bays," and a new edition of the "Catalogue of Charts, Coast Pilots and Tide Tables."

DROUGHT'S EFFECT ON AUSTRALIAN FOOD SUPPLIES.

[Commercial Attaché William C. Downs, Melbourne, June 7.]

An idea of the serious character of the drought which has prevailed throughout Australia, and which has finally been broken by the recent rains, may be gathered from the figures showing the deliveries of wheat in the State of Victoria from January 1 to May 5, 1915, as compared with corresponding data for previous years. During the period named 363,080 bags (equivalent to 1,125,548 bushels) were brought into country stations, whereas from January 1 to May 5, 1914, these receipts totaled 8,248,995 bags (25,571,885 bushels), and in the like period of 1913, 6,219,837 bags (19,281,490 bushels). The quantity now stacked at country stations is only 43,687 bags, as compared with 1,118,102 bags at the corresponding date last year.

In recent years the production of wheat in the Commonwealth of Australia has amply satisfied the domestic demand and left available for export a surplus of 30,000,000 to 60,000,000 bushels. This year, however—as in the previous year of drought, 1903, when it was necessary to import 12,000,000 bushels—the home production has been insufficient to supply the home consumption, and cargoes of wheat have had to be imported from the United States and Argentina. Still further importations must follow before the next crop will be available. It is estimated that the total amount of these will be something like 10,000,000 bushels. Up to date the Government of Victoria is reported to have purchased a total of 1,800,000 bushels, South Australia nearly 250,000 bushels, and other States large quantities. [See COMMERCE REPORTS for Mar. 16 and May 15, 1915.] Altogether about 3,000,000 bushels have been ordered from over-sea ports.

Price Control—Butter Imports—Meat Exports Prohibited.

These importations have been undertaken by the respective governments of the different States of Australia in pursuance of the policy of controlling the price to the public of the necessary commodities of life during the time of the war, and the wheat is being supplied to millers at present at 7s. 11d. to 8s. (\$1.93 to \$1.95) per bushel. The millers in turn are limited to £17 (\$82.75) per ton of 2,000 pounds as the price at which they can sell their flour to the bakers. The present duties on flour are 2s. 6d. (\$0.61) per 100 pounds and on wheat 1s. 6d. (\$0.37) per 100 pounds.

Another food product of which Australia has been obliged by the drought to become an importer instead of an exporter is butter. The markets of both Sydney and Melbourne are almost bare of stocks, and the recent arrival from California of 600 boxes in Melbourne and 4,000 boxes in Sydney has not had much effect on the situation. Here again wholesale prices are fixed by the Price of Goods Board, those for Victoria being 1s. 9d. to 2s. 1d. (\$0.43 to \$0.51) per pound. Importers claim that, taking into consideration the duties and high rates of freight, these prices do not allow them a sufficient margin of profit. The duty on butter is 3d. (\$0.06) per pound.

So serious has been the diminution in the size of the flocks and herds as a consequence of the drought that fears are entertained of

the meat supply of the Commonwealth, and to-day the Victorian State Cabinet decided to inform the Imperial Government that in view of the scarcity of meat no further exportation of frozen carcasses could be allowed at present. Only about 228,000 carcasses (sheep) are in the cold warehouses.

The Sugar Shortage.

Still another problem that is perplexing the Government is how to provide for the shortage of sugar without increasing the cost to the consumer or sacrificing the revenue derived from customs duties. The amount of cane sugar produced in Australia (principally in the State of Queensland) varies from 130,000 to 225,000 tons per annum, and whatever additional supplies may be required to satisfy the demand of the consumers are obtained from Fiji, Mauritius, or Java, the imports running from 25,000 to 95,000 tons per annum. The import duties are £6 (\$29.20) per ton of 2,240 pounds irrespective of the grade.

Since the outbreak of the European war, however, the Price of Food Boards, in pursuance of their policy of limiting the prices to the consumer of necessary commodities, have also fixed the wholesale price of sugar, that prevailing at present being £21 10s. (\$104.63) per long ton for granulated No. 1A. At the same time all exports of sugar were prohibited, so that the Australian producer was debarred from benefiting by the rise in the price of sugar that has taken place in the other parts of the world. The result has been that imports have ceased, as to sell at £21 10s. imported sugar paying duties of £6 would entail a loss of about £7 (\$34) per ton. Consequently Australia has been obliged to depend on its own production, and this has been seriously affected by the prolonged drought. [Reference to the sugar shortage in Australia was also made in **COMMERCE REPORTS** for June 11, 1915.]

Views of Refinery Manager.

The situation was set forth in a letter under date of April 26, addressed to the Premier of New South Wales by the general manager of the Colonial Sugar Refining Co., which enjoys a practical monopoly of the sugar-refining business in Australia:

Within the last fortnight it has gradually become manifest that the sugar-cane crop in Queensland will this year be reduced seriously by the drought now prevailing, and the crushing season will certainly begin at a later date than usual. The consequence will be that much sugar must be brought into Australia during the next 12 months. The delay in the delivery of that from Queensland and New South Wales factories will leave our Australian refineries idle about August next for several weeks, as all the present stocks will by that time be worked up and delivered.

It will be possible to bridge this gap in the supply of sugar to consumers only by importing from Java or elsewhere, and the quantity to be then introduced must depend upon the willingness of the Queensland mill owners to send forward their produce as fast as it is made. Under ordinary circumstances their cooperation could be taken for granted; but even if this were the case now there would still be a need to bring in by August several cargoes from other countries, and much larger quantities at later dates.

Hitherto my company has always and successfully met such emergencies. It is impossible for us to do so now that the Government has fixed selling prices for sugar at these rates. The sale of sugar refined from that imported from Java would leave a loss of probably £7 a ton. As the matter is one of urgent importance to the public, I have thought it advisable to inform you of the position.

Further Stocks Will be Needed.

Since the above date the matter has been under consideration of the Federal Parliament with a view to suspending the duties or raising the price, or doing both, in order to permit the importation of sugar from other countries. No decision has yet been reached, although the situation is becoming so acute that grocers are obliged to limit the amount of sugar which they will sell to any one customer. Experts estimate that Australia will be faced with a shortage of fully 130,000 tons of sugar between now and the commencement of milling in July, 1916. The immediate shortage is estimated at about 20,000 tons. The present indications are that if the prices are raised to £25 (\$121.66) a ton, the Colonial Sugar Refining Co. will agree to import sufficient quantities to tide matters over until the end of August, when the question will have to be considered again. American exporters should keep well in touch with the situation; as, although they may not be able to supply the immediate requirements on account of the shortness of time allowed, they may perhaps participate in the further cargoes that will have to be imported.

MARKET FOR JAMS AND PRESERVES IN HONDURAS.

[Consul John A. Gamon, Puerto Cortes, June 15.]

American exporters have an opportunity to extend their sales of jams and preserves in the Puerto Cortes district. Brands now popular here are the products of Crosse & Blackwell, of London, England, and of C. & E. Morton (Ltd.). These jams and preserves come put up in 1 and 2 pound tins.

Compound jams, as well as pure fruits, are sold, and there is a good market for them. Considerable quantities are now imported from the United States.

The packing best suited to this trade seems to be small wooden boxes holding 4 to 6 dozen cans. Open spaces are filled with tightly compressed sawdust. The corrugated board used by certain American houses does not seem to give sufficient protection to the shipment. This is especially true where glass containers are used.

For inland shipments wooden boxes are almost a necessity. The boxes should then be bound with steel bands and well nailed. With sufficient compression very close packing can be secured with sawdust filler.

Samples and Prices to be Submitted—List of Importers.

Samples and prices may be submitted to the importers. Shipments coming to this port pass through either New York, New Orleans, or Mobile, and prices should be made at those ports or c. i. f. Puerto Cortes. With articles where the competition is with English products it has been found worth while to quote prices in both United States currency and English money. Where it is not thought advisable to offer long credit, due consideration should be given to the prevailing European terms and offers of better cash discount should be made.

[The addresses of merchants in the Puerto Cortes district, to whom prices and samples may be submitted, are obtainable from the Bureau of Foreign and Domestic Commerce or its branch offices.]

CONSTRUCTION WORK ABROAD.**CANADA.**

[Consul Samuel C. Reat, Calgary, Alberta, June 30.]

Automobile-Assembling Factory.

An assembling plant will be erected in Calgary by the Ford Motor Co. (Ltd.) of Canada at a cost of from \$250,000 to \$300,000. The factory will employ 300 men. The city council of Calgary has given the company privilege to run a spur track across a city street to the prospective plant site. The Ford Co. will probably not begin work on its factory here until next spring.

CHINA.

[National Review, Shanghai, June 5.]

Peking Municipal Improvements.

The Chinese Ministry of Interior has in view the following plans for the urban improvement of the Capital, the work of which will be started in the near future: 1. The removal of a portion of the city wall at Chien-men Gate and the opening of the square inclosure within the four gates of Chien-men to traffic. 2. A new macadamized road from Hsin-hua-men southward to Liu-li-chang through the city wall at Hua-shih-chiao, where a new city gate will be opened. 3. A new bazaar to be constructed inside the Chung-hua-men. 4. Some more improvements will be installed in the Central Park.

In addition to these the Municipal Council has planned the construction of the projected tramway at the earliest possible date, the trunk lines of which have been marked out. There will be five trunk lines traversing the streets of the Capital. Three of them will run northward and southward, while two will run across them at right angles from the East City to the West City. The first of the former three ones will start from Tse-chi-kow, outside the Hata-men, and terminate at Peh-Hsin-chiao, the second from Hsin-hua-men to Hsiang-chang, and the third from Tsai-shih-kow, outside the Shun-chih-men to Hsin-chieh-kow. The latter two will begin from Tung-ta-Pailou to Hsi-ta-Pailou and from Tung-szu-Pailou to Hsi-Szu-Pailou, respectively.

NICARAGUA.

[American Minister Benjamin L. Jefferson, Managua, June 12.]

Railway Concession for Mining District.

The Republic of Nicaragua has made a contract with the Tunký Transportation & Power Co. for the construction of a railway, and of a plant or plants for the manufacture and transmission of power, in the mining district of Pis Pis. The contract has been approved by both branches of the National Congress and duly signed by President Diaz. The National Congress gave a great deal of attention to the provisions of the contract, which appears equable to all parties concerned and it is expected to operate to the advantage of Nicaragua.

[The minister transmitted a copy of the contract which may be seen on application to the Bureau of Foreign and Domestic Commerce.]

PORTUGAL.

[Consul General W. L. Lowrie, Lisbon, June 12.]

Municipal Houses for Workmen.

Oporto, the progressive metropolis of northern Portugal, with 200,000 inhabitants, has begun the construction of 80 houses for poor workmen and their families, which will be rented for \$2.50 a month. The buildings will be located in two districts on the Aventino and Prelada hills and will be along modern sanitary lines. Thirty-two of the houses will occupy the Aventino grounds of 4,474 square yards and will be divided into eight groups of four houses each. Each house will have its separate entrance and will consist of two sleeping rooms, sitting room, kitchen, and toilet. The private garden will have an area of 20 square yards. The cost of a house is estimated at \$400, while the land is valued at 50 cents a square yard. Forty-eight houses will be erected on the Prelado grounds, the construction and arrangement being the same as those of the Aventino.

The municipality expects to have the work completed by the end of 1916.

Two of the city's engineers, Casimiro Barbosa and Annibal de Barros, will superintend the construction of the houses. If the plan proves successful, the municipality will erect other groups of homes.

STRAITS SETTLEMENTS.

[Vice Consul Caspar L. Dreier, Singapore, May 14.]

New Concrete Office Building in Singapore.

Work is now well under way on a new six-story office building in the business center of Singapore. It is known as the new Asiatic Petroleum Co. Building, and is to be a novel building in this vicinity, both in size and style of construction. It is to be a modern one in every respect, with electric elevators and every convenience known to the modern office building in America. This structure is to be the first of its size as an entire reinforced concrete building.

A large quantity of American material is to be used in this building, such as reinforcement rods, hy-rib material for partitions and floorings, as well as probably certain parts of the interior furnishings.

DEVELOPMENT OF WASHINGTON AND OREGON HALIBUT FISHERY.

The Bureau of Fisheries has recent information to the effect that heavy catches of halibut continue on the newly discovered fishing banks off the coasts of Washington and Oregon. One of the most productive trips was made by the schooner *Chicago*, which left Seattle on June 11 and returned on June 23 with 160,000 pounds of fine fish, which were sold for \$10,800. The fishery on these banks, which is a direct outcome of the survey by the Bureau of Fisheries steamer *Albatross* in 1914, promises to compensate for the diversion of a considerable part of the Alaska halibut trade from Seattle to Prince Rupert. The new grounds are adjacent to ports of Washington and Oregon and are therefore economically tributary to them, whereas the Alaskan grounds are more remote and vulnerable to the competition of nearer ports. The *Albatross* is now engaged in a continuation of the survey of these beds and explorations to determine whether there are others in the same general region.

CHANGES IN NETHERLANDS LINSEED TRADE DUE TO WAR.

[Commercial Attaché Erwin W. Thompson, The Hague, Netherlands, June 8.]

Crushing linseed (or flaxseed) for oil and cake is an old industry in the Netherlands. Oil was formerly obtained from linseed by wooden presses operated with wedges. These wedges were driven in by hand and sometimes by the dropping of weights through the action of windmills. At present, however, there are fine modern mills for extracting oil. The cake which is left after extracting the oil from the seed is the principal cattle-feed concentrate of the country.

No important amounts of linseed are produced in the Netherlands. It is imported for use by the mills, principally from Argentina, Russia, and the United States. The normal consumption is about 150,000 metric tons. From this about 45,000 tons of oil and 105,000 tons of cake are produced. About 10,000 tons of oil is normally used for the manufacture of paints and soaps, the remainder being exported mostly to the United Kingdom and Germany. Aside from the normal production of 105,000 tons of cake, about 100,000 tons are imported.

Imports, Exports, and Consumption of Seed and Products.

Disturbances of trade relations which have been caused by the war are very important in the linseed trade. The following table exhibits some of these features, the figures being in metric tons:

Articles.	1912	1913	1914	First quarter.		Month of April.	
				1914	1915	1914	1915
Linseed:							
Imports	208,929	286,035	269,811	80,119	107,581	38,777	64,136
Exports	60,275	86,359	69,369	20,178	1,113	30,903	1,614
Consumption	148,654	199,676	191,442	59,941	106,468	7,874	62,522
Cake:							
Imports	261,099	275,122	220,670	76,658	65,466	22,719	32,731
Made	104,000	139,800	134,000	42,000	74,500	5,400	43,800
Supply	365,099	414,922	354,670	118,658	139,966	28,119	76,531
Exports							
Consumption	365,099	414,922	354,670	118,658	139,966	28,119	76,531
Oil:							
Imports	155	551	3,321	209	19,815	21	7,819
Made	44,600	59,500	57,400	17,900	31,900	2,300	18,700
Supply	44,755	60,351	60,721	18,109	51,715	2,321	26,519
Exports	35,015	25,448	40,902	8,430	34,968	3,106	15,728
Consumption	9,740	34,903	19,819	9,679	16,749	—785	10,791
Cake imports:							
From United States	157,098	183,671	134,510	39,187	65,037	11,966	32,494
From Germany	42,459	42,523	35,413	18,612	122	5,928	0
Oil exports:							
To England	17,216	3,809	4,803	2,424	22	708	4
To Germany	10,638	10,526	20,198	4,109	32,735	1,092	14,693

After the first shock there was apparently no great difficulty about importing linseed from Argentina. In the first quarter of 1914 the import of linseed was 80,119 tons, or about one-third of the annual imports. There was imported in the first quarter of 1915, notwith-

standing the high freight rates, 107,581 tons, and in the month of April, 1915, 64,136 tons. The crush indicated for the month of April was almost one-third of the crush for the entire year 1914. This trade was stimulated by the high prices obtainable for cake for domestic consumption and for oil for export to Germany.

Importations of Linseed and Its Products.

Linseed and linseed cake, while not specifically mentioned on any contraband list previous to March 11, from the first have been practically treated as contraband under the general head of animal-feeding stuffs. Linseed oil was not made contraband until June. The Netherlands could freely import linseed and its products for home consumption, and previous to March 1 could, and did, export to Germany linseed oil of home production. The result of this condition was that practically all of the domestic production of linseed oil was exported to Germany and the amounts needed for domestic consumption were imported from England. The theory was that England was willing to export linseed oil for Dutch consumption, but not for export.

After March 1, in order to make sure that the linseed imported by the Netherlands was actually consumed in the country, it became necessary to have all linseed consigned to the Netherlands Oversea Trust. One of the fixed rules made by this company is that the goods which it licenses for importation, and any contraband products made therefrom, shall never be exported to belligerent countries.

High Price Caused by Lack of Greases.

So long as linseed oil was not on the contraband list this new condition made no difference to the Netherlands millers. They continued to import linseed (even through the Netherlands Oversea Trust) and to properly export the oil made therefrom. The high price in Germany has been induced by a great lack of all greases. Greases which had formerly been sold for soap making are now being deodorized and used for edible purposes. Linseed oil is an acceptable ingredient of soap, and may also, to a certain extent, be deodorized and made edible.

In the exportation of this oil it was, of course, difficult to determine and properly check the differences between the native oil, which might properly be exported, and the imported English oil, which was brought in exclusively for Dutch consumption. No doubt this condition influenced the British Government in finally making linseed oil contraband, with the intention of distinctly preventing the export of linseed oil of any kind from Holland into Germany.

Before the oil was made contraband the price of linseed oil in Rotterdam went as high as $11\frac{1}{2}$ to 12 cents per pound, thus approaching a parity with the price in Germany. At this same time, the same kind of oil was being quoted in England at $6\frac{1}{2}$ cents per pound. This English oil could be laid down in Rotterdam at 7 cents per pound. As soon as it became impracticable to export oil to Germany there was an immediate tendency for the Rotterdam price to sink to the English parity.

The Netherlands mills, on account of their guaranty to the Netherlands Oversea Trust, were not able to export to Germany any further quantities of the oil. Meantime the Dutch Government had not

placed any prohibition on the export of linseed oil, so that while it was not strictly illegal to export it, it was still impracticable.

Rotterdam Oil Market Closed—Paradoxical Position.

The result of this situation was that many of the mills had contracts with buyers in Germany which they were unable to fill. Most of these contracts had a clause making them of no effect in case of a legal embargo, but not covered the case of an extra-legal but nevertheless effective embargo. This is an awkward situation, which can be solved, apparently, only by inducing the Netherlands Government to declare an embargo on linseed oil, which is the present desire of the millers. The immediate effect of this situation is to greatly demoralize the whole trade. In order to prevent a sudden and artificial depression of prices, the Rotterdam oil market has been closed, and probably will remain so until there is some new turn in affairs.

Linseed cake was treated as contraband from the beginning, but this had no effect on the Netherlands prices, because of the large demand for domestic consumption, which absorbed all of the cake made by local mills and also required further importation. This explains the paradoxical statistical position of linseed products today. The price of the oil has suddenly dropped and the price of cake is rapidly advancing. Cake is normally worth about \$40 per metric ton. On the Rotterdam market it is now worth \$49 per ton, with a rising tendency.

The amount of linseed cake produced in the United States in 1913 was about 490,000 metric tons, of which 380,000 tons were exported; the Netherlands received and consumed 48 per cent of this exportation. The amount produced in 1914 was about 630,000 tons, of which 300,000 tons were exported; the Netherlands imported and consumed 45 per cent of this amount.

NEW VESSELS FOR THE LIGHTHOUSE SERVICE.

The following table will furnish an idea of the status of the vessels building or proposed for the Bureau of Lighthouses, Department of Commerce, on July 2, 1915:

Light vessel No. 98.....	Placed on station at Buffalo, June 12.
Tender <i>Laurel</i>	Conditionally accepted from contractors May 18 and placed in commission May 21.
Tender <i>Fern</i>	Conditionally accepted from the contractors June 25.
Tender <i>Rose</i>	15 per cent completed; under construction at Seattle.
Light vessel No. 101.....	19 per cent completed; under construction at Wilmington.
Light vessel No. 102.....	19 per cent completed; under construction at Wilmington.
Tender <i>Cedar</i>	Construction started and material schedules being issued.
Tender <i>Palmetto</i>	Plans specified and being traced; specifications being printed.
Light vessel No. 100.....	Appropriation of \$130,000 available; preliminary study made.
Tender <i>Aster</i>	Balance of appropriation, about \$34,000, available.
Light vessel No. 99.....	Balance of appropriation, about \$58,000, available.
Tender for eighth district....	Authorized by act of March 8, 1915; no appropriation yet.

USE OF SCALES IN HONDURAS AND VENEZUELA.**TEGUCIGALPA.**

[Consul E. M. Lawton, Tegucigalpa, Honduras, June 10.]

Crude Styles in Use Among Merchants.

In the use of scales and weighing machines in Tegucigalpa, Honduras, and vicinity, there is much to be desired, but just how the situation is to be remedied it is difficult to say. There are no railroads, and the only concern known to use heavy scales is the New York & Honduras Rosario Mining Co. (office and purchasing department, 17 Battery Place, New York City). All merchants are general dealers and usually have one or more scales, but rarely larger than the counter-platform type. Among the large number of small merchants and market vendors, the scales are mostly crude, hand-made, double-balance, and for weights, a smooth stone or irregular pieces of iron form the standard. There is no governmental inspection of weights and measures.

American-Made Scales Imported.

Imported scales are entirely of American make, so far as can be learned. They are marked for pounds on one side of the beam and kilos on the other. It is not known whether these are Spanish or English pounds. An ordinary counter-platform scale, 240 pounds capacity, with tin scoop and single beam, costing \$4.50 f. o. b. New York, would cost approximately \$9 delivered in this city. The customs duty is supposed to be 0.20 peso (silver) per $\frac{1}{2}$ kilo (about \$0.07 per pound), but there are other charges at this end which amount to at least 30 per cent more. The heavy cost is probably the principal reason so few scales are used.

[A list of hardware dealers in Tegucigalpa may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices. Correspondence may be in English, but Spanish is preferable.]

MARACAIBO.

[Consul George Kenneth Donald, Maracaibo, Venezuela, June 1.]

Practically All from United States.

Practically all the scales in use in this district are from the United States, the only other country appearing in the statistics for the last three years being Germany, whence came scales weighing 271 kilos, valued at \$39, in 1912. Shipments from the United States were 5,460 kilos, valued at \$1,084, in 1912, and 4,380 kilos, valued at \$1,393, in 1913. None were imported during the first six months of 1914, the latest statistics available.

Scales with weighing capacity of more than 30 kilos (66 pounds) pay a duty on gross weight of \$0.01462 per pound.

[A list of dealers in scales and of railroads at Maracaibo may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

ALUMINO-THERMAL TRACK WELDING.

Under date of June 1 Consul Harry G. Seltzer, of Breslau, describes with much clearness the method of "thermit" welding now in use on street-railway construction in that German city. His report and an accompanying illustrated booklet will be loaned by the Washington office of the Bureau of Foreign and Domestic Commerce.

HEMP SUPPLIES AVAILABLE.

[Prof. L. H. Dewey, fiber expert, U. S. Department of Agriculture.]

Hemp as treated in this review is the true hemp, or soft fiber, such as is produced in Kentucky. It has absolutely nothing to do with abacá, the so-called "manila hemp," a hard fiber obtained from the leaf stems of a bananalike plant in the Philippines, or with henequén, a hard fiber obtained from the leaves of an agave in Yucatan and Cuba, or true sisal, a hard fiber from the leaves of another agave in East Africa, the Bahamas, and Hawaii.

Abacá, henequén, and sisal are used for binder twine, ropes, cables, and hawsers. Hemp is a fiber of very different character, not suitable for binder twine or for coarse cordage, and is used chiefly for "commercial" tying twines, carpet warps, and tarred cordage of small diameter. Being prepared and spun on different machinery and used for such different purposes, it competes only in a very indirect manner with the hard fibers.

Prices Advancing—Countries of Production—Imports.

The price of henequén has increased, owing to political disturbances and a heavy export tax in Yucatan; the price of sisal has risen, owing to the supplies from German East Africa and Java being practically cut off by the European war; and the price of abacá has advanced, owing to typhoons in the Philippines and difficulties in ocean transportation, but the higher quotations for these hard fibers do not directly affect the price of hemp.

The true hemp plant, *Cannabis sativa*, is cultivated commercially for fiber production in Kentucky, Ohio, Indiana, Wisconsin, and California, and in China, Manchuria, Japan, northern India, Turkey, Serbia, Roumania, Russia, Austria-Hungary, Italy, France, Belgium, Germany, Sweden, and Chile. The principal countries producing hemp for export in recent years are Russia, Italy, and Austria-Hungary. The supplies from these countries are now practically cut off, and the prices currently quoted for hemp fiber are abnormally high.

The importations of hemp into the United States in recent years have ranged from 5,000 to 8,000 tons annually, valued at \$1,000,000 to \$1,500,000 at the point of shipment. With these importations stopped and a reduced crop in Kentucky last year, the hemp-spinning mills—about 20 in number—in this country are threatened with a hemp famine.

American Acreage and Yield—No Satisfactory Substitute.

The estimated production in hemp fiber in the United States from the 1914 crop, of which at least one-fifth yet remains to be broken out, is as follows:

States.	Area.	Average yield per acre.	Estimated total yield.	States.	Area.	Average yield per acre.	Estimated total yield.
	<i>Acres.</i>	<i>Pounds.</i>	<i>Pounds.</i>		<i>Acres.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Kentucky.....	2,500	600	1,500,000	Michigan.....	40	750	30,000
Ohio.....	500	1,000	500,000	California.....	600	1,200	720,000
Indiana.....	1,000	900	900,000				
Wisconsin.....	350	1,000	350,000	Total.....	4,940	810	4,000,000

The statement of acreage and estimated production does not include 1,500 acres in Indiana and Ohio sown with imported seed, producing a crop of such inferior quality that most of it was not harvested. The acreage in Kentucky was below the normal, and the severe drought in that State reduced the yield. There is some hemp, still unbroken, left over from the 1913 crop, but the total of all the fiber available until the crop of 1915 is ready for market is less than 2,500 tons, or about one-fourth of the normal supplies required by American spinners. Much of this is already sold or under contract.

Flax is the only other fiber of commerce similar to hemp in essential properties, but flax is even more difficult to secure than hemp at the present time. India jute, sunn, and chingma (China jute) may be substituted for hemp, but they are all weaker and very much less durable than hemp. There are no satisfactory substitutes available.

Foreign Sources of Supply—Confusion of Terms in China.

An investigation has been made through the American Consular Service as to the supplies of hemp in China and other countries where it is produced but heretofore has not been exported to the United States. Chile, the only country in the Southern Hemisphere cultivating fiber hemp, does not produce enough for home consumption. It seems impossible to secure supplies from Serbia, Roumania, or from the Damascus region of Turkey. The spinning mills in Japan consume practically all of the 10,000 tons of hemp and jute produced annually in that country and more than 15,000 tons additional imported from China and India. Excellent hemp is produced in Japan, the best and finest being that of the Tochigi district, while that of Hiroshima is more nearly like Kentucky hemp.

The production of hemp in China, the original home of the hemp plant, is probably greater than that of any other country except Russia, and the new Republic seems to offer the only promising sources of supply. Unfortunately the name "hemp," carelessly used in the United States to indicate nearly all long fibers, is used in a similar manner by English-speaking people in China, and the Chinese name "ma" is used in the same confusing way. This confusion of terms causes some uncertainty, for the statements made in the reports submitted by consuls include with hou-ma or Hsien-ma (hemp), ching-ma (China jute) in the north, huang-ma (India jute) and tung-ma (*Sterculia* fiber) in the south, and ch'u-ma or tsu-ma (ramie) in many localities. In ordering hemp from China, therefore, it will be necessary to specify distinctly just what kind of fiber is desired.

Reports of Consular Officers.

The American consul general at Tientsin, China, states that there is an abundance of fibers available for shipment from that port. The best is the hemp from the Kalgan district. The next best, from the Shun-te-fu district, is somewhat coarser. Chingma, known in the English fiber markets as Tientsin jute, and ramie, from the Province of Hupei, are also sold in Tientsin.

The American vice consul at Newchwang, China, reports that two fibers, hemp (called Hsien-ma) and chingma, are exported from that port. The shipment of these fibers from Newchwang in 1914

amounted to 882,000 pounds. This all went to other parts of China, but with favorable market conditions some of it could probably be secured to meet a foreign demand.

The American consul at Chungking, in the Province of Szechwan, China, reports that about 4,500,000 pounds of hou-ma (hemp) were shipped from that Province in 1914 to ports in the Yangtze Valley, in China.

Samples Will be Loaned.

Samples of fibers received with the reports from the consular officers [which samples will be loaned to interested American firms by the Office of Fiber Plant Investigations, Department of Agriculture, Washington, D. C.] are all well cleaned, and the hemp samples have excellent strength. The fiber is stiffer than dew-retted Kentucky hemp and very different in appearance and feel from water-retted Italian hemp. The Kalgan, Shun-te-fu, and Hsien-ma samples, all true hemp, are very light colored, suggesting some of the best grades of Russian or California hemp. The strands are in ribbons one thirty-second to one-fourth of an inch wide.

Ching-ma (China jute) is lustrous, yellow-white in color, ribbon-like but fuzzy in texture, stronger than India jute, but more difficult to prepare for spinning because of its ribbonlike strands with fibers apparently interlacing toward the base. This fiber may be obtained in greatest abundance and at a relatively low price, but it is weaker and much less durable than hemp.

NEW TRANSPACIFIC LINE.

[Daily Commercial News, San Francisco, July 1.]

Otto Jelstrup, agent at this port for the East Asiatic Co., announces that his company has decided to enter the trans-Pacific service between this port and Japan, China, and Vladivostok.

They have decided to put the steamer *Indien* on the berth here to load for the above-mentioned ports. The steamer is now completing a cargo for this port at Copenhagen and will get out here in time to commence loading for the Orient early in August.

There will be another vessel to follow the *Indien* from Copenhagen, name not yet announced, which will load for this port toward the end of July or early August.

The East Asiatic Co. has the *Bintang* on the way out here from Copenhagen. It is expected toward the end of this month and will commence loading a return cargo immediately on completing discharging.

The vessels of this company on the run to Europe from this port call at St. Thomas, D. W. I., taking cargo on through bills of lading to West Indian ports.

HARBOR CONTRACT WORK FOR CURACAO.

The map showing further details of the work to be undertaken in the harbor of Curacao, Dutch West Indies, to which reference was made in COMMERCE REPORTS for July 3, page 45, may now be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.

FOREIGN TOBACCO MARKETS AND PRODUCTION.**DOMINICAN REPUBLIC.**

[Consul Frank Anderson Henry, Puerto Plata, May 19.]

Tobacco Ranks Third in Dominican Exports.

Nearly all Dominican tobacco is grown in the Provinces of Santiago, Moca, and La Vega, in the northern section of the Republic, known as the Cibao, and consequently in the Puerto Plata consular district. Towns bearing the same names are the chief centers for the marketing, packing, and exportation of the crop. Of these Santiago is by far the most important. The neighborhood of La Vega is said to produce the best quality.

Tobacco, after cacao, is the most important crop of the district, and ranks third among the exports of the Republic. This product is even more important for the well-being of the people than export figures would indicate, for it directly affects a large number of people. It is grown on a small scale by individual farmers, and its packing, preparing, and transportation give employment to many laborers. The Summary of Commerce for 1909, published by the receivership of Dominican Customs, contains the statement: "More branches of native labor are employed in the growing, gathering, and shipment of tobacco than in any other cultivation, and the proceeds accruing are more widely distributed among the people."

Quality and Place in the World's Markets.

There are two kinds of tobacco grown, known as the aromatic and the creole. The aromatic tobacco forms only a small portion of the crop but brings a much higher price than the creole. It is grown from special seed, and requires an unusually rich soil. It is practically all purchased by local manufacturers, to be made into cigars and cigarettes for the Dominican trade.

The creole variety, grown for export, is of low grade, with large dark-brown leaves. Its chief market has always been in Hamburg and Bremen, points which served as distributing centers for Continental Europe. The chief users were Germany, France, Spain, and Austria. This product is manufactured into cigars, cigarettes, and pipe tobacco, blended with other varieties. Years when the crops are especially poor in quality, a large proportion is made into pipe tobacco.

European Demand Based on Low Price.

Dominican tobacco is in demand in Europe largely on account of its low price. It does not come into competition to any real extent with American tobacco, but may be compared in its use with Colombian and some other South American qualities, low grades of Porto Rican, and some of the tobacco from Java.

The Dominican leaf is not in demand in the United States, as, on account of the high duties, it is not considered feasible to import such a cheap grade to compete with the American-grown product.

Some persons claim there is no reason why Santo Domingo should not produce a leaf equal to most of the Cuban and Porto Rican tobaccos. Others think this too optimistic a view, but believe that by the adoption of simple expedients, such as more careful selection of seeds and greater care in preparing and sorting the leaf, the

grower might receive 5 cents per pound for his product. Poor preparation is responsible for the condition in which most of the tobacco reaches the markets abroad. This necessitates throwing away large quantities, sometimes as much as half. Too much moisture is often added to increase the apparent weight, with the result that much is lost by rotting.

Cultivation, Preparation, and Marketing.

The export crop of tobacco is grown almost entirely by small farmers, who make no attempt to follow scientific methods of agriculture. Spasmodic attempts to improve conditions made by the Government and tobacco manufacturers have failed to produce any marked results.

The same methods are said to prevail here to-day that were used in Porto Rico before the American occupation. There are no official statistics of production, acreage, etc. It is said that a yield of 1,400 pounds to the acre is an average, but the figures must be accepted with caution. The seeds are ordinarily planted in October or November and transplanted from December to February. The usual harvesting period is in March and April, when the leaves are gathered as they become ripe. The next treatment consists of air drying in a shed having a thatched roof.

Brokers Buy from Individual Farmers.

The packing houses for tobacco which are located in the towns have their brokers who go out in the country and buy the crops from the individual farmers. When purchased, the tobacco has already been gathered, placed in sheds, and usually classified and tied up at the stems by a band of straw. It is then placed provisionally in seroons after moistening a little to prevent breaking, and in this condition it is transported on the backs of animals to the warehouses of the purchaser in town. Here it is finally assorted into three classes and bunched in hands of 20 to 30 leaves. It is then packed definitely for shipment in seroons or jute bags.

The tobacco is classified into three grades—FF, the largest and best leaves, known as wrapper (capa); F, medium-sized leaves, known as binder (capote); A, the smallest leaves, known as filler (tripa).

Methods of Packing for Export.

The price received by the growers is usually very small, but varies considerably from year to year. Recent prices received for the different grades have been 3 cents per pound for FF, 2 cents for F, and 1 cent for A. The tobacco is packed for export either in jute bags, weighing 132 pounds gross and about 125 pounds net, or seroons, weighing 132 gross and 117 net. The bag is a more expensive method of packing, and there is usually a difference of about \$1 between the price of a seroon and that of a bag of tobacco. The seroons are made from palm straw, and are lined by encasing in a bark called yagua, cut from the lower part of the bark of the royal palm.

Figures of cost to the purchaser would be about as follows: Cost of tobacco, \$2.32; brokerage, \$0.25; transportation, \$0.15; seroon, \$0.10; total cost of seroon of tobacco, \$2.82. This does not include the final cost of assorting and packing.

Purchasers Supply Seroons and Transportation.

The crops are produced by small farmers, the largest of whom would probably produce on an average about 200 seroons a year. Some of them also buy from their neighbors. Occasionally the tobacco buyers make small advances to the farmers in order to secure their crops, but this is not a very general practice. The purchaser usually supplies seroons and transportation.

The total intermediate cost from purchase in sheds on the farm to delivery at the railroad station is about \$1.25 per seroon. A packing house which puts up 200 to 300 seroons a day during the season would be considered a large house.

The practice of former years, in exporting tobacco, has been about as follows: The majority of the firms in Santiago and other centers bought tobacco with money advanced to them by German houses, and in exchange agreed to send the tobacco on consignment to these houses. Uncertainty as to the price for which the tobacco would be sold often led to undue optimism regarding the future, with the result that they often deceived themselves and, after all the expenses were deducted, actually lost money.

Exporting Methods Upset by European War.

The movement of the crop could not be handled by this system last year, on account of the revolution and the European war, which disarranged business during the normal exporting season from July to October. At first, much apprehension was felt at the changed state of affairs, and it was feared that the tobacco business would be ruined. Later, however, representatives of foreign houses appeared and offered to purchase the crop at fixed prices, either at the railroad station, in the interior, or at the seaport. This system would appear to be advantageous to the packer who has not sufficient capital to finance his own exportations, and it is probable that it will be generally followed in the future. The foreign buyers ship their crops to Dutch or Danish ports instead of to Hamburg and Bremen, as in the past.

Cost of Getting Material to Destination.

Some idea of the cost of getting the tobacco to its destination is afforded by the figures of railroad freight rates from Moca to Puerto Plata, \$13 per ton; and from Santiago to Puerto Plata, \$10.

Since the outbreak of the European war, ocean freight rates have increased tremendously. Formerly the Hamburg-American Line charged \$15.81 per ton to German ports, and \$19.46 to other neighboring European ports. The rate to Holland via New York is now \$5 per bale, or about \$80 per ton. Most of the recent purchases, however, have been forwarded by specially chartered ships, which brought the cost to about \$40 per ton.

Exports Vary Widely from Year to Year.

No statistics of acreage or actual production are available, but under normal circumstances nearly all the crop of creole tobacco is exported. No very definite tendencies as to decrease or increase of production are shown by the exports of the district, although a wide variation from year to year is noted. Sometimes the price received has been so low or other conditions have been such that much of the

crop has been left to rot, and for this reason the exports are often below the actual production. Statistics of export during the last 10 years are as follows:

Years.	Pounds.	Values.	Years.	Pounds.	Values.
1905	11,510,310	\$840,487	1910	22,262,108	\$658,441
1906	14,061,300	.....	1911	28,716,879	1,324,511
1907	17,997,923	.....	1912	9,823,208	519,970
1908	18,665,594	1,009,608	1913	19,580,000	1,121,775
1909	24,822,461	1,239,486	1914 ^a	7,843,219	430,231

^a 1914 figures are approximate.

In the usual course of events practically all the tobacco is exported through Puerto Plata, but for some months, owing to the bad condition of the Ferrocarril Central Dominicano, considerable quantities have been shipped via Sanchez. This has been encouraged by the fact that the Samana & Santiago Railroad has given a reduction of 50 per cent in its rates on tobacco from its terminus at Salcedo to the port of Sanchez.

Disturbed Condition Affects Promised Record Yield.

The 1914 crop was grown under favorable circumstances and would have given a record yield except for the disturbed condition of the country. Much was lost on account of lack of proper care and storage. Out of a crop estimated at 200,000 seroons, perhaps 100,000 to 120,000 were actually brought to market. A large part of this crop still remains in the country. The 1914 exports consisted chiefly of a portion of the 1913 crop which had been held over. The 1914 crop was excellent in quality.

The 1915 crop will be small. Farmers were demoralized at the time of planting because of the low prices (averaging 2 cents per pound) and the late planting of the previous crop. The seed plants did not grow well on account of drought, and some replanting had to be done in various localities. Latest returns all point toward a small crop, probably between 60,000 and 80,000 seroons.

DENMARK.

[Consul General E. D. Winslow, Copenhagen, May 28.]

Statistics for Manufacture of Cigarettes.

While tobacco is extensively used in Denmark and cigars and cigarettes are popular here, no statistics in relation to Denmark's manufacture and consumption of tobacco are available, with the exception of the manufacture of cigarettes.

There are 22 concerns in the Kingdom manufacturing cigarettes. The output in 1913 was 271,000,000, and of these 258,000,000 were made by 6 of the 22 factories. Some 130,000,000 cigarettes were also imported. The export of Danish-made cigarettes amounted to about 5,000,000. The consumption is increasing. As the cheaper qualities of these goods as well as of tobacco have the sale in this country, the question of import duty receives considerable attention.

Customs Duty on Tobacco Importations.

The customs duty on the importation of tobacco into Denmark from all foreign countries in cents per pound is as follows: Leaves

and stems, 7.78; cigars, 26.74; cigarettes, 7.78 plus 30 per cent ad valorem; other tobaccos, 9.72.

There is an internal-revenue tax on cigarettes, cigarette coverings, and cigarette tobacco manufactured in or imported into Denmark, as follows: (A) For cigarettes sold retail, inclusive of the internal-revenue tax—below 0.268 cent each, 2.68 cents per 100 pieces; from 0.268 cent to 0.402 cent each, 5.36 cents per 100 pieces; from 0.402 cent to 0.67 cent each, 8.04 cents per 100 pieces; from 0.67 cent to 1.072 cents each, 13.4 cents per 100 pieces; from 1.072 to 1.608 cents each, 20.1 cents per 100 pieces; from 1.608 to 2.144 cents each, 33.5 cents per 100 pieces; more than 2.144 cents each, 53.6 cents per 100 pieces; (B) For cigarette coverings—6.7 cents per 100 pieces; (C) For cigarette tobacco sold retail, inclusive of the internal revenue tax, at—73 cents but not above \$1.09 per pound, 7.3 cents per pound; more than \$1.09 but not above \$1.46 per pound, 10.94 cents per pound; more than \$1.46 per pound, 14.6 cents per pound.

The importations of leaf tobacco, etc., in 1913 (the last year for which statistics are available) showed an increase over 1912 in the quantities shipped here from the United States, Great Britain, Netherlands, and Belgium. Imports from the United States amounted to 495 tons, compared with 285 tons in 1912; from Great Britain, 10 tons, compared with 6 tons; Netherlands, 1,528, against 1,334; Belgium, 129, against 110; other figures for 1913, including 333 tons from Hamburg, 2,407 from the rest of Germany, 20 from Russia, 183 from Austria, 13 from Brazil, a total from all countries of 5,173 tons.

The importations of tobacco stems (stripped) in 1913 were 3 tons from the United States, 4 tons from Germany, 18 tons from Great Britain, 43 from Netherlands, a total of 70 tons.

COSTA RICA.

[Consul Chester Donaldson, Port Limon, May 19.]

Value of Annual Importations of Tobacco.

The value of the annual importations of tobacco into the consular district of Port Limon, Costa Rica, is about \$100,000. The several classes and amounts are: Tobacco manufactured into cigars, cigarettes, and fine smoking tobaccos, in bags and tin cans, \$50,000, 48 per cent of which comes from Cuba, 40 per cent from the British West Indies, and about 10 per cent from the United States; leaf tobacco, \$40,000, of which 51 per cent comes from United States, 42 per cent from Salvador, and 7 per cent from the British West Indies (mostly Jamaica); plug tobacco, \$10,000, practically all from the United States.

Duty and Revenue Tax.

The duty on leaf and plug tobacco is \$0.442 per pound. The duty on manufactured tobacco, cigars, etc., is \$0.884 per pound.

Besides the duty mentioned, there is also a revenue tax of 8.6 cents per pound on fine cut and leaf tobaccos.

The internal-revenue taxes on cigars and cigarettes are as follows: \$0.00465 per cigar weighing over 4 grams, or per box of cigarettes containing 16 cigarettes, weighing not more than 25 grams (a fraction in excess of this weight shall be considered as a complete box); \$0.00232 for each cigar weighing 4 grams and less.

There are no statistics by which to estimate the actual consumption of tobacco in this district, but it is safe to say that 99 per cent of the male population smoke tobacco in some form.

Use of Tobacco by Various Classes.

The English and Americans smoke imported cigars and pipes, the high-class native generally smokes cigarettes and cigars made in the country from imported tobacco, the negro laborer and native peon smoke the cheapest kinds of cigars and cigarettes, made from the native tobacco, and chew American imported plug tobacco.

There are no tobacco or cigar factories worthy of the name in this district, but it is the custom among the women and girls of the working classes to spend several hours each day making the cheap, native leaf tobacco up into cigars and cigarettes, thus adding considerably to the small income of the family. These cigars they sell at about 1 cent each, and the cigarettes at about five for 1 cent.

SPAIN.

[Consul Robertson Honey, Madrid, June 14.]

Annual Expenditure for Smoking Tobacco.

Spain's average annual expenditure on smoking tobacco for the five years ending 1913 was \$41,049,766. During 1914 the country expended \$42,468,901 on that product. Chewing tobacco is not used. As previously stated in COMMERCE REPORTS, this industry is a Government monopoly under lease to a Spanish concern. The import duty on cigars is about \$3.50 per pound at to-day's exchange; and on cigarettes and pipe tobacco the import duty is about \$2.19 per pound at to-day's exchange.

COLOMBIA.

[Consul Isaac A. Manning, Barranquilla, Apr. 13.]

Efforts to Dispose of Crop.

A recent report from this consulate on the necessity of a market for the Colombian tobacco crop has been followed by the receipt of further information from growers in the district of El Carmen, in the Department of Bolivar. One merchant of Carmen writes as follows:

New Markets Tried by Tobacco Exporters.

For a substantial period the people here have dedicated themselves to the growing of tobacco, which they were exporting to the free port of Bremen, in Germany, but now, owing to interruption by the war, it has been impossible to ship there, and other markets have been tried, but with no solid basis. This has disturbed the commercial and industrial equilibrium.

Owing to the fact that no one can foresee the termination of the war, no advances of money have been made to the growers of this plant. Meanwhile the people are in agony for failure to find occupation, above all in the industry to which they are accustomed. For this reason I desire to give you exact information in relation thereto.

Under normal conditions this region produces about 100,000 bales of tobacco, of 130 pounds each, of ordinary, good, and very good classes, which is taken on pack mules for 30 miles to rail or river transportation. This is packed either in burlap or hides. When shipped this tobacco is insured for from \$9.50 to \$11.90 per bale.

Freight and charges are for account of consignee, and the consignor has usually drawn at 90 days, on the basis of £1 for ordinary to £112s. for good. It has been the rule also for the importers in Germany to advance to exporters a credit of £500 up to £1,000 at 6 per cent. These tobaccos are sold in Bremen on sample, one bale of each class being the basis.

If a market could be found for these tobaccos by American merchants, or they could arrange to import them, holding them even for reexport after the war, the results would be greatly beneficial to this section of Colombia.

[Lists of the principal tobacco importers of the consular district of Port Limon, Costa Rica, with their American purchasing agents; of the leading packers and exporters of Dominican tobacco; and of merchants in Colombia who are interested in tobacco exportation may be obtained at the Bureau of Foreign and Domestic Commerce or its branch offices. Samples of Dominican leaf tobacco, accompanying the report from that country, may be inspected at these offices. The samples are of first-class (F) leaf from the 1914 crop.]

The Bureau of Foreign and Domestic Commerce has recently issued a monograph entitled "The Tobacco Trade of the World," made up for the most part of consular reports from the principal tobacco producing and consuming countries. Copies of this publication may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., at 5 cents each.

STANDARDIZATION OF BOMB CALORIMETERS.

There has just been issued by the Bureau of Standards, of the Department of Commerce, a paper describing briefly the methods of calibrating and using bomb calorimeters, such as are used in determining the amount of heat available from a given weight of coal or coke or other combustible. The amount of heat which can be obtained depends largely upon the kind and quality of fuel. When purchased in large quantities, therefore, a fuel is commonly tested to determine the amount of heat available per pound, and the price paid depends upon the results of these tests.

The instrument used for such tests is called the bomb calorimeter and consists essentially of a steel shell or "bomb" in which a small weighed sample of the fuel can be burned in pure oxygen gas. The bomb is immersed in a known amount of water before the sample is ignited, the heat produced warms the water, and by suitable measurements of the change of temperature the amount of heat can be calculated.

Provision is made by the Bureau of Standards for standardizing bomb calorimeters by means of standard samples of certain pure materials, viz, sugar, naphthalene, and benzoic acid. By burning known amounts of these substances in the bomb the observer determines the amount of heat required to raise the temperature of the bomb together with the proper amount of water 1°. This being determined, the amount of heat furnished by a given sample of coal burned in the same bomb with the same amount of water can be found.

Thus these standard samples, which are sent all over the United States, serve as standards of heat and make it possible to get the same results from tests made anywhere in the country, much as the use of the standards of length and of mass makes a yard or a pound the same in all parts of the country.

Copies of this paper known as Circular No. 11, "Standardization of Bomb Calorimeters," may be obtained by interested parties, without charge, upon application to the Bureau of Standards, Washington, D. C.

LARD AND MEAT PRODUCTS FROM HONGKONG.

[Consul General George E. Anderson, Hongkong, British China, May 17.]

Present conditions in the trade seem to indicate that there is not to be that great movement abroad of Chinese lard and meat products that was expected some time ago as a result of the development of the lard-rendering and meat-packing industry in Hongkong and South China and of changes in American and other customs tariffs. For a while there was a considerable movement of these products to Mexico and to the Pacific coast of Central and South America, and there was also inquiry from the United States as to possibilities of the trade.

Recently, however, the trade has come to substantially its old-time volume, not only because of an adjustment of prices between the importing countries and this field but also as a result of legislation in various countries establishing certain inspection requirements. All such demands can be met by lard from Hongkong; but the limited amount of lard produced under inspection regulations and the added expense of making it under such regulations have brought Hongkong prices for the inspected product to within a narrow margin of foreign prices and have in fact rendered the export of lard from Hongkong to the Americas comparatively unprofitable. There is still a considerable trade in lard between Hongkong and the Philippines, and this is likely to continue, since, for the time being, China can produce lard much more cheaply than the Islands.

Governmental Inspection of Abattoirs and Markets.

There are two grades of lard available for export from Hongkong and South China, and the distinction between them rests upon the matter of ante and post mortem inspection of animals and the circumstances under which the lard is produced. The situation is illustrated by the recent history of lard production in Hongkong.

Under the ordinances of Hongkong all animals killed for food must be slaughtered in the municipal abattoirs at Kennedy Town (a suburb of Hongkong), and the supervision of these slaughterhouses and of the markets through which meat products are sold, as well as all similar institutions and such products generally, is under the control of a department of the government known as the sanitary board. This board is composed of medical men representing the community and officers of the military organizations stationed in the colony, together with an officer known as the colonial veterinarian, the latter having direct charge of the abattoirs and markets. Under him are European and Chinese inspectors who perform the actual inspection attending the slaughter of all animals for food. The municipal slaughterhouses are modern in most respects and are kept in the highest sanitary condition, following, in general, the best methods employed in similar institutions in England.

Ante and Post Mortem Examinations.

Animals for slaughter are given an ante mortem examination by the colonial authorities, and after killing and dressing are given a post-mortem examination before their removal to the markets. Animals not approved for slaughter and carcasses not passing inspection are destroyed. Up to 1911 meats thus prepared in the slaughterhouses were simply transferred to the municipal markets and there

sold in the usual way. Lard and other pork products were prepared theoretically from the trimmings of meats thus transferred to the municipal markets, but were prepared in separate native establishments in various parts of the city. There were complaints at times as to the sanitary condition of these native establishments, and the meat trimmings and fats were carried to them in baskets by coolies under circumstances that at times left something to be desired.

In the year mentioned, as a result of the enforcement of the pure food law in the Philippines, the matter of the inspection and care of meat and meat products was made the subject of long correspondence and discussion between the colonial government of Hongkong and the government of the Philippine Islands. While it was recognized that the municipal slaughterhouses met all requirements of the United States food law as regards inspection and the care and condition of meats and meat products, it was indicated after some experience and investigation that there was a possibility that the lard-rendering establishments in Hongkong using trimmings from the market might procure trimmings or hog fat from other sources and thus be able to sell as inspected goods that had not undergone the inspection of the colonial authorities.

Inspected Fats for Lard-Rendering Establishments.

In line with action taken by this office, the colonial government of Hongkong for some time refused to issue certificates of inspection covering meat products prepared in Hongkong. In the meanwhile native dealers interested arranged with the government for the construction of lard-rendering establishments in connection with the municipal slaughterhouses. The first of these factories was opened in November, 1911, and others were opened subsequently. The colonial government then announced that it was in position to control absolutely and to give certificates as to the preparation of lard in these establishments—that is, that meat subject to ante mortem and post-mortem examination was passed into these factories for preparation as lard, sausages, etc., and therefore there was no danger of substitution. This system has been followed ever since. So far as shipments to the United States and the Philippines are concerned, there is no occasion for questioning the proper character of the products, since they meet all requirements of the pure food law.

Animals slaughtered in the municipal abattoirs are very fair animals, all things considered. While the climate of this part of Asia does not permit of the high fattening possible in more temperate zones, the native stock raiser has found that it pays to use good feed and finish his animals accordingly. Considerable numbers of animals are obtained from the island of Hainan, and portions of China in that vicinity furnish a considerable share of the live stock, both hogs and cattle, slaughtered at Hongkong. All such animals pass through governmental ante mortem and post-mortem inspection.

Lard from Other Ports.

While this system for the preparation of goods intended for the United States and the Philippines has been in operation, however, there has been nothing to prevent the shipment of lard from other South China ports to Hongkong for export to countries other than

the United States. There is a strong tendency to such trade since there is in Canton and other Chinese cities a brisk demand for pork at all times, while there is little or no call for lard, and the fat from carcasses of animals slaughtered for the ordinary trade is more or less a by-product suitable only for the use of foreigners in such cities or for export.

It is this uninspected lard that has been available for export to Mexico, Chile, and Peru until within a comparatively short time. Recently it seems both Chile and Peru have established conditions as to the inspection and care of meat and meat products imported which demand substantially the same system as that obtaining in the preparation of goods for American territory. Whereas lard prepared without inspection can be had in the Hongkong market at 5.85 to 6.75 cents gold per pound wholesale, lard prepared under proper governmental inspection in the factories mentioned brings from 8.1 to 9.45 cents gold per pound.

Trade Not Likely to Increase.

It is evident that so long as inspection is not demanded exporters here can place lard in any country to great advantage as compared with lard from the United States or even that from Hongkong after proper inspection. The mass of this uninspected lard is of very fair grade, but of course there is always the danger that in its preparation ignorant or unprincipled producers will use materials not fit for food. It is probable that as municipal and governmental improvements generally are extended in China there will be more attention paid to the inspection and care of food products, and in time most of this uninspected lard will come into the market under conditions justifying its use in all countries. Until such supply is available for export to countries demanding inspection of food products, however, it is not likely that there will be any material increase in the trade.

[As of interest in connection with the foregoing review, see the articles that were published in Daily Consular and Trade Reports for Jan. 14, 1911 (China's Increasing Lard Exports), Mar. 25, 1911 (Model Abattoir in German China), and Apr. 29, 1912 (Chinese Pork for Export).]

AUSTRALIAN BUSINESS NOTES.

[Sydney Morning Herald.]

Greater Sydney.

It has been announced that the greater Sydney bill is to be one of the first measures to be introduced during the coming session. Mr. Griffith, who is minister in charge of local government, explained yesterday "that the 'building act' is contingent upon the passing of the 'greater Sydney bill,' which he hopes will be brought to finality during the coming session."

Steel Rails.

Mr. Cann, Minister for Works for the State of New South Wales, announces that the Broken Hill Co.'s works at Newcastle has been given orders for 700 tons of steel rails a week, and Hoskins Bros., at Lithgow, 400 tons a week for the next 12 months. The price at Newcastle was £7 17s. 6d. (\$38.26) per ton and at Lithgow 2s. (47 cents) more. The additional cost is made up by a saving in freight. The State requirements are from 1,400 to 1,500 tons per week.

COTTON-IMPROVEMENT EFFORTS IN INDIA.

[Vice Consul John S. Hunt, Calcutta, May 22.]

The following article, which appeared in the Indian Trade Journal of May 13, shows to what extent the Indian Government and various cooperative societies are endeavoring to improve the quality and yield of the Indian cotton crop:

It appears from the Report on the Progress of Agriculture in India for 1913-14, recently issued by the agricultural adviser to Government, that attention continues to be devoted to cotton in respect of improvement in the quality of the lint and of increase in yield. In Madras considerable improvement has been effected in Tinnevely by the distribution of better seed through a chain of seed farms and by the introduction of the seed drill and bullock hoe for sowing and interculture. Formerly the crop in this tract consisted of a mixture of two varieties, and the seed was sown broadcast, which admitted of no cultivation after sowing. The advantage of selected seed of one variety combined with improved cultivation were therefore so obvious that by 1910-11 there were nearly 100,000 acres in the district under one variety, which six years previously had been grown with a mixed crop, and the local firms commented favorably on the general improvement in the quality of the cotton in this tract.

Subsequently, however, owing to the establishment of ginning factories which ousted the old hand gins, it became difficult for the cultivators to get back pure seed, and the policy of seed distribution had therefore to be revised. Seed farms have now been restricted to an area (about 500 acres) that can be sown with seed raised on the Government farm at Kollipatti. The seed from these farms is sold in the villages, and arrangements have been made with the ginning firms to gin separately any consignment of this cotton which may be brought in. This method has been adopted in 20 villages, and there is a large demand for selected seed at prices 40 per cent above rates for ordinary bazaar seed.

Single-Strain Selection—Cambodia Cotton.

Side by side with the bulk selection the Madras department carried out single-plant selections on the Government Farm, with the result that it has succeeded in separating out three single strains of marked superiority in quality and ginning percentage over the ordinary selected variety. One of these selections has already been grown over 300 acres and last year there was sufficient seed for 7,000 acres. The increased profit from this strain over the bulk selection is estimated to be \$6.50 to \$8.10 per acre above the ryot's ordinary crop.

Work on similar lines was also undertaken in Kurnool and Bellary, with the result that the area under selected seed in the former rose from 250 acres in 1909 to 11,000 acres in 1912. Owing to high-ginning percentage the growing of this selected seed gives a profit of \$1.60 an acre over the local crop, and the seed itself brings prices 20 per cent above local rates. A noteworthy feature of the year in connection with cotton improvement has been the formation of two co-operative societies to promote the cultivation of cotton from selected seed.

Cambodia cotton is now thoroughly established in the south of the Madras Presidency. Chiefly because of its capability of being grown with great profit on lands unsuited to Indian cotton it has spread very rapidly. In 1912 there were about 60,000 acres under it, and the prices then ruling yielded a profit of \$58 an acre. Owing to such inviting profits, the cultivation of this cotton attracted the attention of growers as well as dealers, with the result that it began to be grown on unsuitable lands and, partly through carelessness and partly through the middlemen who mixed it with local cotton, the lint became impure, and for this reason complaints have been common about its deterioration; but there are still places where it is grown pure and it commands a premium of \$6.50 per candy of 500 pounds over the best country cotton. Cambodia cotton has also been successfully introduced in some parts of Mysore, where it promises to become one of the most important crops.

Difficulties Encountered in Bombay Presidency and Sind.

In Bombay the difficulties in the way of securing full market value for improved quality are limiting efforts in the extension of the improvements effected. The introduction of Broach cotton, which has a higher ginning percentage than

the local Kumpta, has so far met with success in the western part of the Dhawar tract, but there are difficulties, especially in connection with marketing, in the way of securing its more rapid extension. The same difficulties have been responsible for the restriction in Lower Gujrat of efforts in the introduction of selected strains that were most favorably reported on by the trade. The syndicate which was formed in 1911 to purchase this cotton at 5 per cent over the local market rates had to suspend operations owing to disputes as to what constituted the market rate. From the experience so far gained in attempting to improve the quality of cotton in the Bombay Presidency, it has been realized that "in the present condition of the cultivators and of the cotton market, an improved cotton must have the following characteristics in order that it may obtain rapid success: (1) The improvement must be in quantity rather than in quality; (2) the improvement in quantity must be considerable and obvious; and (3) the cultivation must involve no additional labor or risk to the cultivator.

The efforts in Khandesh with regard to spreading the cultivation of the roseum cotton which yields more heavily and has a higher ginning percentage than the local mixture appear to be certain of success. It is worth \$1.95 more per acre than the local cotton, and the cultivators are very keen on it. In order to meet the demand for seed there is a large departmental seed farm, besides 19 seed growers who grow pure seed on an area of 732 acres. In 1912-13 about 100,000 pounds of this seed were sold.

In Sind the cultivation of Egyptian cotton, which at one time was grown on a considerable area, has had to be given up owing to the uncertainty of the water supply and the poor methods of cultivation in vogue. It is possible that when perennial irrigation is extended in Sind this cotton will be profitably grown. In the meantime, the cultivation of American cotton, which has been found to grow with seasonal irrigation and cultivation similar to that given to local cotton, is being pushed. Some of the zamindars have taken up this cotton and it is possible that if the prices are favorable it will be grown extensively.

Central Provinces, the Punjab, and Burma.

The main feature of the cotton work in the Central Provinces has been the distribution of roseum seed through private cottonseed farms organized on a cooperative basis in Berar. These seed farms are grouped in cooperative unions, of which four have been registered, while 18 are unregistered. Departmental supervision is concentrated on the central farms of the unions, the channel through which the seed from the Government farm at Akola reaches the private farms and ultimately the general public. There are 400 such private seed farms, and about 1,700,000 pounds of seed were raised in 1914. This seed produces a crop of high ginning percentage, which is worth \$1.95 more per acre than the local mixture. There is, therefore, a great demand for the seed, and it is estimated that about 200,000 acres were planted to it in 1914. It is proposed to increase the quantity of the seed available for distribution by about 1,000,000 pounds each year, and thereby to extend the area under it by approximately 100,000 acres.

In the Western Circle the cultivation of white-flowered cotton, giving a higher percentage and better yields than the present mixture, is rapidly extending, and arrangements are being made with cooperative societies for the distribution of the seed and with landlords and others for ginning the kapas and selling the seed to cultivators in the neighborhood. This cotton has spread rapidly in unirrigated tracts outside the best cotton-growing area because of its hardness and yield. The additional value of this cotton over ordinary deshi has been estimated to be between \$260,000 and \$290,000 on the area sown in 1914.

In the Punjab the cultivation of American cotton received a setback owing to the attack of jassids in 1913, and the Government sanctioned the payment of compensation to those whose crop was very poor. The damage was mainly done to a type which had smooth leaves, and which has now been discarded. Another type, which is more hardy and immune from the attacks of pests, has been taken up. About 400 maunds (1 maund equals about 82 pounds) of seed of this type were issued or sold in the spring of 1913, and sown mostly under seed-farm conditions. Besides American cotton, attention has been paid to indigenous varieties, and already some types have been selected for growing on experimental farms to see if any of them is better than the mixture grown by the ordinary cultivator.

In Burma the study of cotton has been taken up seriously, and seed farms are to be established in the districts of Pakoku, Myingyan, and Thayetmyo. A combine has been formed between some leading ginning firms of the district to regulate the prices of cotton, and it has had a good effect not only on the prices realized by the cultivators but also in checking the watering of seed cotton by the brokers and middlemen. A movement is also in train to make use of the cooperative organizations in the cotton tract to establish cooperative ginneries so as to assure the supply of pure seed to cultivators.

Concentration of Efforts.

In conclusion, the Report says that much has been done in various Provinces in the matter of improvement of this important crop, and there are prospects of considerably more being done in the near future, but there are certain difficulties in the way of establishing a permanent improvement, and they must be overcome before substantial results of value can be achieved. The greatest difficulties are those which arise in the organization of seed distribution, in the supply of pure seed, in the prevention of adulteration both in seed and lint, and in the upbuilding of confidence on the part of buyers and spinners.

One method of dealing with these difficulties appears to be to concentrate efforts in a comparatively small area and to establish there a large Government seed farm with its own ginnery for demonstration as well as for supply of seed. Suitable agricultural unions can then be formed around the central farm; and if the members undertake to grow improved cotton only and to gin it themselves it is possible that the cotton crop will be entirely replaced by a new kind in a few years, and the area will then have built up its reputation as a producer of an improved kind. Operations can then be transferred to other tracts.

The success attained in the Central Provinces is an excellent example of what can be done by concentrating efforts on one object, and work on similar lines in Bombay, Madras, and the United Provinces is also beginning to show practical results. In short, the whole work may be summed up as primary concentration on a few places, to be followed by ultimate radiation of the results from those places over an ever-widening area outside.

[An earlier account of cotton experiments in India appeared in Daily Consular and Trade Reports for Aug. 23, 1912; the final forecast of the crop for 1914-15 is incorporated in the Handbook of India just issued by the Bureau of Foreign and Domestic Commerce. Copies of this latter publication may be obtained from the Superintendent of Documents, Washington, D. C.; price, \$1.]

CHILEAN SPECIFICATIONS FOR WATER PIPE.

Specifications for the cast-iron water pipe and other material for the sea-water supply for Tocopilla and Arica and the general specifications for pipe for drinking water in all Chilean cities were published in a recent number of the Diario Oficial, a copy of which (in the original Spanish) was transmitted by Commercial Attaché V. L. Havens and may be inspected at the Bureau of Foreign and Domestic Commerce and its branch offices. In forwarding the specifications from Santiago, Mr. Havens said: "It is hoped that American firms desiring to bid on this material or on future installations will study the specifications and state what the difficulties are, if any."

CROP CONDITIONS IN TUNIS.

[Consul General A. Gaulin, Marseille, France, June 24.]

The grain and olive crops in Tunis promise to be the largest in many years. Almonds are abundant in the Sfax region. The vineyards are in good condition and a normal yield is expected. A revival of prosperity is therefore probable in the Regency, with a material increase of the foreign trade.

AUSTRALIA'S MATCH TRADE.

[Commercial Attaché William C. Downs, Melbourne, May 27.]

The consumption of matches and vestas in Australia during 1913 (the latest year for which statistics are available) was approximately \$1,221,200, of which \$413,600 represented matches manufactured in the Commonwealth itself. Wooden safety matches of the type commonly called Swedish made up the bulk (63 per cent) of the imports.

As classified in the official returns, Australia's imports in 1913 were: In boxes containing 100 matches or less—wax, \$199,570, the United Kingdom supplying \$101,739, Belgium \$59,683, and Italy \$35,890; wooden and other, \$509,440, of which \$415,443 worth came from the United Kingdom, \$6,492 worth from Austria-Hungary, and \$77,913 worth from Sweden. In boxes containing over 100 matches—wax, \$98,440, all from the United Kingdom; wooden and other, \$156, the United Kingdom supplying \$15 worth of these.

It is to be noted that no portion of the imports above enumerated has come from the United States, probably because of the fact that wax and Swedish safety matches have never enjoyed a large popular demand in the United States and that the manufacturing of them has not been developed to any great extent.

War Affects English Control of Market.

During the year named the import duties on matches, when in boxes containing 100 or less, were 6d. (12.2 cents) per gross boxes if imported from the United Kingdom and 1s. (24.3 cents) if imported from other countries. (Under the new tariff now in force these rates are increased 2d., or 4 cents.) For several years the imports from Sweden have been steadily diminishing, due, doubtless, to the effects of the preferential duties. Several Swedish firms have gone to London and are manufacturing there under the name of Trummer & Co. (Vulcan Globe Co.). Evidence submitted to the Interstate Commission shows that the English manufacturers, Bryant & May, practically control the match industry in Australia, for, besides being interested in the principal factory, they also are agents for firms in Brussels and Milan—an arrangement that places in the hands of the combination practically the entire business in wax matches and four-fifths of that in wooden matches.

Nevertheless, the present moment appears to be a particularly favorable one for American manufacturers to gain a foothold in the Australian market. The local factories are experiencing considerable difficulty in obtaining some of the chemicals essential to the making of matches, and their output is likely to be seriously affected; the Belgium product is entirely eliminated, the operations of Trummer & Co. have been much curtailed by the difficulty of getting cargoes of wood through from Sweden to England, and Italy's manufacturing industry will doubtless suffer on account of that Kingdom's entry into the international conflict. A shortage of matches is already felt in Australia and importers are seeking new sources of supply. Some contracts have been placed in Japan, which country is producing matches of the Swedish type at low prices.

Customs Regulations as to Labels.

The usual method of packing wooden matches is in cases containing 50 gross of small boxes of 60 matches each. The customs regula-

tions require that the small boxes shall bear labels stating the country of origin and the average number of matches in each box. These regulations should be carefully followed, as an additional duty of 2s. (48.7 cents) per gross of boxes, irrespective of country of origin, is imposed "when in boxes upon which the number of matches contained therein is not printed or stamped." The former additional duty of 7d. (14.2 cents) per gross of boxes "when in boxes with printed matter thereon other than the manufacturer's name, trade-mark, and address, and a description of the article contained therein" does not appear in the new tariff.

Although the matches usually imported are either of wax or the Swedish type, there is nothing in the regulations to prohibit the importation of other classes of matches. It might be a favorable opportunity to introduce the type of matches commonly used in the United States. Manufacturers are advised to send dummy samples showing styles of matches, boxes, etc., and give full particulars as to price. [The addresses of six Melbourne importers of matches may be had upon application to the Bureau of Foreign and Domestic Commerce or its district offices.]

KAPOK OIL USED FOR INDUSTRIAL PURPOSES.

[Consul General A. Gaullin, Marseille, France, June 5.]

The quantity of kapok (tree cotton—*Ceiba pentandra*) seed imported at Marseille does not appear in the customhouse statistics, this product not being separately classified; but, according to local brokers, it averaged during the last five years about 1,500 metric tons. India is the principal country of origin. The seed is treated in two mills, both of which are, however, chiefly devoted to the crushing of other seeds.

The seed goes through the same process as cotton seed and peanuts. Only one pressing is the rule, although in some cases hot water is poured over the residue, which is then pressed again. The oil is then filtered, but it requires neither bleaching, deodorizing, nor any other treatment. In the Marseille mills the average yield in oil from this seed is about 15 per cent.

Oil for Soap Making—Residue as Fertilizer.

Kapok oil is used in this district exclusively for industrial purposes, chiefly soap making. The residue, or oil cake, is employed as a fertilizer. On June 5, 1915, the ruling prices were 70 to 75 francs per 100 kilos (\$6.13 to \$6.57 per 100 pounds) for oil, and 7 francs (\$0.61 per 100 pounds) for cake, but the latter is an abnormally low price, resulting from the French Government's embargo on oil-cake shipments. The price of the oil follows closely that of industrial peanut oil.

It takes about 16½ pounds of kapok oil to make a gallon. The density of the oil is 0.9237 at 15° C.; in other words, it is about the same as that of cotton oil.

Kapok fiber is imported here in pressed bales, mostly from Liverpool. It is used for pillows, cushions, and mattresses. [The imports of kapok fiber into the United States for the year ending June 30, 1914, amounted to 1,825 tons, valued at \$441,109, while the exports for the same period were only 39 tons, valued at \$12,755, and shipped to Netherlands, Canada, and Cuba.]

ENGLISH CROPS DAMAGED BY DROUGHT AND FROSTS.

[Consul C. M. Hitch, Nottingham, June 24.]

Growing crops have been considerably damaged in this district during the past few weeks by frosts and continued dry weather. After 40 consecutive days of drought, a light rainfall was recorded for this section on June 23.

All crops have been more or less affected, and farmers report that the harvest outlook generally is far from promising, and that there will be a great shortage in the hay crop. Root crops, such as potatoes, mangolds, turnips, etc., have been considerably damaged, and it is reported that the dry weather is seriously affecting the milk supply. The pastures are bare, and in some sections the farmers have little or no water for the cattle. The hay crop is said to be the lightest known for many years.

The damage to crops occasioned by the drought, was made even more serious by a sharp frost in certain localities on the night of June 19. Ice was discovered in Wilford and the immediate vicinity. Such a visitation in midsummer is almost, if not quite, without a parallel at this season of the year, and its advent occasioned much damage to crops of broad beans, potatoes, and other garden produce. The frost seems to have been confined largely to the lowlands along the Trent River, although it is reported that to a less serious extent it was experienced at Bingham, Ruddington, and other places in this district.

NEW PUBLICATIONS ON MINES.

The United States Bureau of Mines, Washington, D. C., has a limited supply of the following new monographs, which it will furnish on application:

BULLETIN 72. Occurrence of explosive gases in coal mines, 248 pp., 7 pls., 33 figs.

TECHNICAL PAPER 84. Methods of preventing and limiting explosions in coal mines, 43 pp., 14 pls., 5 figs.

TECHNICAL PAPER 88. The radium-uranium ratio in carnotites, 29 pp., 1 pl., 4 figs.

TECHNICAL PAPER 100. Permissible explosives tested prior to March 1, 1915, 16 pp.

TECHNICAL PAPER 118. Coke-oven accidents in the United States during the calendar years 1913 and 1914, 16 pp.

GUIDEBOOK OF SOUTH AND EAST AFRICA.

While avowedly for the use of "tourists, sportsmen, invalids, and settlers," a Guide to South and East Africa, published by the Union-Castle Line, London, has much in it of value to the commercial traveler. It contains in concise form information as to railways and other means of transportation, hotels, postal and telegraph rates, weights and measures in use, and other useful data. A copy of the Guide may be inspected at the Washington Office of the Bureau of Foreign and Domestic Commerce, or the book may be purchased at the nominal price of 30 cents from Sanderson & Son, 26 Broadway, New York.

COST OF LIVING IN PERSIAN CAPITAL.

[Vice Consul Ralph H. Bader, Teheran, Persia, May 20.]

In normal times Teheran is one of the most expensive cities in the world in which to live. Coal sells for \$20 per ton; apples, \$3.50 per bushel; cheese, 60 cents per pound; ham, 65 cents per pound; butter, 50 cents per pound. These high prices are largely caused by the lack of transportation facilities. Coal is transported to Teheran from the nearest mine (a distance of 50 miles) by donkeys. Goods imported through the Persian Gulf are transported from Mohamerah or Bushire to Teheran (a distance of 800 miles) by mules and camels, and are usually from 6 to 12 weeks in transit. Goods imported through Russia are subject to a heavy transit duty, and are transported across the mountains from Enzeli to Teheran (a distance of 250 miles) by pack animals and wagons.

Upon the breaking out of hostilities in Europe last August importations into Persia practically ceased. Articles of foreign production have, therefore, greatly increased in price, while increases in price of articles produced locally have been slight. Among the articles of local production that have not increased in price are mutton, beef, Persian flour, chickens, eggs, and fruit. Rice, which is grown on the lowlands along the Caspian Sea, has increased in price from 5 cents to 6 cents per pound. The price of sugar has increased from 8 cents to 10 cents per pound; coffee, from 30 cents to 50 cents per pound; tea, from 48 cents to 80 cents per pound; European flour, from 7 cents to 12 cents per pound.

Some of the imported articles that have gone up in price with the per cent of increase are as follows: Cotton goods, 15 per cent; silk goods, 40 per cent; matches, 50 per cent; canned goods, 15 per cent; shoes, 50 per cent; petroleum, 10 per cent; iron, 25 per cent; copper, 75 per cent; nails, 30 per cent; medicines, 50 per cent.

It will be seen from the foregoing that the cost of living for the native population, whose principal articles of diet are mutton, rice, and bread made from whole wheat flour, has only slightly increased, while the cost of living for foreigners, who consume largely articles imported from Europe, has increased from 30 to 40 per cent. The stock of European goods on hand is gradually being consumed and further increase in the cost of living may be expected.

HAITIAN MINING CONCESSION.

A concession just granted by the Haitian Government to the local representative of a British company carries with it the right to prospect for minerals of all kinds within that island Republic. The indemnities to be paid the owners of the land prospected over and the obligations which the company incurs are set out in full in the text of the concession, a translation of which, submitted by American Minister A. Bailly-Blanchard, of Port-au-Prince, may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

Hosiery, screens, etc., No. 17457.—The commercial agent of the Bureau of Foreign and Domestic Commerce in Chicago reports that a business man desires to represent American manufacturers and exporters of hosiery, screens, and various calcimining materials for dwelling houses. The man states that he has had extensive experience in Russia and desires to promote the sale of American goods in that country. References are given.

Celluloid goods, etc., No. 17458.—A firm of commission merchants and jobbers in France desires to represent American manufacturers of celluloid cuffs, collars, and shirt fronts; rubbers; athletic and sporting goods. A representative of the firm is residing in New York City and will be glad to discuss details with interested firms. Letters sent to the firm in France should be in French and prices quoted in francs. Communications to the representative in New York City may be in English.

Rutile, No. 17459.—An American consular officer in Australia reports that he has had a request for information relative to a market for the sale of rutile.

Building materials, mosaic, cement, structural iron and steel, etc., No. 17460.—A representative of a New York firm, which is now engaged in trade with the markets of the Argentine Republic, desires to secure additional lines. The man is particularly interested in building material, mosaic, cement, structural iron and steel, imitations of marble, etc. Reference is given.

Machinery, No. 17461.—A firm in the United States writes the Bureau of Foreign and Domestic Commerce that one of its correspondents in Spain desires to receive catalogues, price lists, etc., relative to machinery for neutralizing oils.

Aluminum and machinery, No. 17462.—One of the commercial attachés of the Department of Commerce writes that a business man in Spain desires to obtain aluminum and machinery necessary for manufacturing aluminum army canteens. A sample of the canteen may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

General representation, No. 17463.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a commission merchant in Porto Rico stating that he desires to represent American manufacturers and exporters. References are given. He does not specify any particular line.

Wax and rubber, No. 17464.—An American consular officer in Brazil reports the name and address of a firm which desires to sell about 30 tons of yellow carnauba wax, 70 tons of gray carnauba wax, and 30 tons of manicoba rubber. References are given.

Road sprinklers, No. 17465.—One of the commercial attachés of the Department of Commerce reports that a business man in Spain desires to receive catalogues, price, lists, etc., from American manufacturers of road-sprinkling machines.

Furniture, No. 17466.—An American consular officer in Brazil reports that a business man in his district desires to communicate with American manufacturers of office and lawn furniture. Catalogues, price lists, and full information should be forwarded at once. He states that he wishes to pay cash with the order. References are given.

Enameled ware, pottery, glassware, toys, etc., No. 17467.—A manufacturer's agent in the West Indies informs an American consular officer that he desires to represent American manufacturers of enameled ware, pottery, glassware, and toys. He states that he will pay cash with the order, or against shipping documents at destination. References are given.

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Washington, D. C., Monday, July 12

1915

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ROUTING AMERICAN GOODS TO SIAM.

[Cablegram received June 9 from Vice Consul Carl C. Hansen, Bangkok.]

It is suggested that transshipment of American merchandise to Siam may be effected by shipment via Shanghai or Swatow, China.

VISIT OF CHINESE BUSINESS MEN.

[Commercial Attaché Julian H. Arnold, Peking, May 31.]

A delegation of Chinese business men sails from Shanghai June 22 on the *Siberia* for a visit to the United States. The party is an official one, representing for the most part the Bureau of Engraving and departments thereof. They will be interested in lithographing, paper manufacture, and matters having to do with machinery for engraving. One member of the party, Mr. P. J. Fu, states that he intends studying the question of cotton manufacture and will investigate machinery in this line. The members of the party are T. H. Chang, P. J. Fu, B. D. S'an, T. Chao, L. S. Chow, and C. P. Lee.

SPECIAL CENSUS OF HAMTRAMCK, MICH.

A special census of the village of Hamtramck, Mich., made at local request and expense, shows the population of that village on June 25, 1915, to have been 21,520. The increase since 1910, when the population was 3,559, has been 504 per cent. The present population comprises 21,242 whites and 278 negroes. The census was taken by local enumerators under the supervision of an official of the Bureau of the Census, Mr. Eugene F. Hartley.

Hamtramck is a suburb of Detroit, lying just to the northeast of that city. Its remarkable growth is due in great measure to the presence of large automobile factories within and near its borders.

Four motor busses, recently purchased by the Panama Railroad Co., were put in regular service between East Balboa, Balboa Heights, and Ancon on July 1.

RAILWAY DEVELOPMENT IN ANDALUSIA.

[Consul Wilbur T. Gracey, Seville, Spain, May 27.]

Careful investigation made by this consular office of the railroads operating in the Provinces of Seville, Huelva, Cordoba, Caceres, Badajoz, and Cadiz has yielded information of interest to American producers of railway material. The consul obtained his facts directly from the companies operating the lines, and the present report, which covers some of the principal railways, will be followed shortly by others covering the remaining lines, the roads now under construction, and suggested new lines.

Madrid, Saragossa and Alicante Road.

The Madrid, Saragossa and Alicante road maintains its principal office at Madrid. It owns a network of lines connecting Seville, Huelva, Madrid, Cordoba, Merida, and Carmona.

Purchasing of materials for this line, when the amounts are of importance, are in the charge of the managers of the respective services, under the approval of the directing committee, or the administrative board. Purchases are made by annual contracts or by tenders, according to the class of material. In the case of tenders, a preference is usually given to the lowest offers, without consideration as to whether the goods are from Spanish or foreign sources.

The repairing and construction works are situated at Madrid and Barcelona. The chief engineer is Jonas Feist; 1,236 workmen are employed at Madrid and 383 at Barcelona, a total of 1,619.

Rolling Stock, Miles of Road and Capital.

On December 31, 1914, the actual rolling stock of the company was as follows: Engines, 861; passenger cars, 1,721; box cars, 631; cars of all other classes, 20,053. The last locomotives purchased by the line were obtained from German factories, and the last passenger cars, box cars, and others were constructed in Spanish factories.

The power used in the company's works is both steam and electrical, the machinery is of the usual type used in such factories and machine shops, and high-speed machine tools are preferred.

The line has a gauge of 5.49 feet inside of the rails. The company has 2,277 miles of road in operation. The total capital is \$45,563,025, in shares of \$91.68. On December 31, 1914, the number of employees of the line was 25,093.

Rails weigh 66, 72, 88, and 99 pounds per meter (3.28 feet). They are obtained from numerous sources, but of late years almost exclusively in Spain. The ties are from Spanish sources.

Branch Lines, Traffic, and Financial Operations.

The terminals of the line are at Portbou, on the French frontier; Badajoz, on the Portuguese frontier; the ports of Barcelona, Alicante, Cartagena, Seville and Huelva, and Valladolid, on the general line of the company of the north of Spain between Madrid and Irun. The company has 429 miles of branch lines. There were 14,796,824 passengers carried by the line during 1913, with an average run of 33.43 miles, and 14,988,823 passengers in 1914, with an average run of 33.74 miles. In 1913, 8,303,231 tons of cargo were

carried, with an average distance of 93.76 miles, and in 1914, 7,739,-067 tons, with average distance of 94.39 miles.

The receipts in 1913 amounted to \$27,009,227, and in 1914 to \$25,034,603. The payments in 1913 were \$12,424,579, and in 1914, \$12,370,736. In 1913 dividends amounted to \$4.63 per share, the dividends for 1914 not having yet been announced.

It does not seem probable that with conditions as they are at present the company will make any immediate new purchases of either rolling stock or other materials, other than the usual supplies already under contract.

Line from Madrid to Portugal.

The Madrid to Caceres and Portugal and West of Spain has its principal office in Madrid. It operates the line from Madrid through the Province of Caceres, in this consular district, to the Portuguese frontier at Caceres, and thence to Lisbon, Portugal.

The manager of the division of warehouses of the company has charge of the purchases of materials for the line. They are made by contract or by tenders, according to class of material. Preference is given to the lowest bidder without consideration of the source of supply, Spanish materials having no advantage over foreign supplies.

The repair shops are situated at Villaverde, Province of Madrid. These shops employ 204 workmen.

On April 19, 1915, the actual rolling stock was as follows: Engines, 91; passenger cars, 163; freight cars, 1,618. The majority of the engines were constructed by a company at Chemnitz, Germany. Some were made in Belgium. The modern passenger cars came from concerns in Belgium and France.

Length of Road and Capital Invested.

The line has a gauge of 5.49 feet between the rails. There are 482.80 miles of road in operation.

The total capital of the company is \$30,615,932, and it employs 2,814 persons.

The rails in use have a weight of 66 and 88 pounds per meter (3.28 feet), all obtained from Spanish sources, as are the ties.

The terminals are at Madrid (the junction with the lines of the north of Spain); Valencia de Alcantara, on the Portuguese frontier; Astorga (junction of the lines of the north of Spain); and Caceres (junction with the line of Madrid, Saragossa, and Alicante). The company has no branch lines.

During 1913, 1,004,976 passengers were carried, and in 1914, 1,030,-999. In 1913, 17,484 tons of fast freight were carried, and in 1914, 17,863. In 1913, 734,915 tons of slow freight were transported and in 1914, 747,023 tons.

The receipts in 1913 amounted to \$2,026,748 and in 1914 to \$1,943,-352. The expenses in 1913 were \$1,284,486 and in 1914 they were \$1,280,213. No dividends were paid. The company is not at present in need of new materials or supplies.

Headquarters Both in France and Spain.

The Penarroja-Fuente Arco-Conquista road has headquarters both at Place Vendome 12, Paris, France, and at Penarroja, Province of Cordoba, Spain. The line is principally a mining railway, which

runs from Conquista, on the Cordoba-Almorchon line, to Fuente del Arco, on the Madrid, Saragossa, and Alicante line. Materials are purchased by the directors at Paris on tenders as needed. No preference is given to Spanish over foreign materials.

The shops are located at Penarroja and employ 400 persons. On February 23, 1915, the total rolling stock was 332 cars, partially constructed in Penarroja from materials secured from France. The line has a gauge of 1 meter (3.28 feet) and a length of 100 miles in operation. The capital of the company is \$4,704,375. It employs 300 workmen.

Equipment, Terminals, and Branch Roads.

The rails used weigh 44, 55, and 70.5 pounds per meter (3.28 feet), and were obtained from Spain and Belgium. The ties are from France.

The terminals are Penarroja, Fuente del Arcos, and Conquista. The line has branches to La Parrilla, 1.86 miles, to El Antolin, 0.49 mile, and to El Soldado, 0.18 mile.

During 1913, 121,228 passengers were carried, and in 1914, 115,300. In 1913, 333,805 tons of cargo was carried, and in 1914, 322,434 tons.

The receipts in 1913 were \$340,547, and in 1914, \$307,810. The payments in 1913 were \$344,778, the figures for 1914 not being available. No dividends were paid.

Statistics of Mining Railway.

The Aznalcollar-Guadalquivir road has its principal office at Seville. It is a mining railway, running from the mines to Camas, where it connects with the lines of the Compania Gaditana de Minas, to Aznalfarache docks near Seville.

The engineer director has charge of the purchases for this line and goods are bought on tender. Preference is given to Spanish manufacturers. The shops are at Camas, and from 20 to 50 workmen are employed, as needed. Approximately 200 cars are owned by the line. Locomotives were obtained from Germany and cars from Spanish manufacturers. The line has a gauge of 1 meter (3.28 feet) between rails and a length of 26 miles in operation.

The company's capital is \$579,000 and it employs about 150 persons. The rails have a weight of 44 and 62 pounds per meter (3.28 feet), and were purchased in Spain, as were also the ties.

The terminals are at Aznalcollar and Embarcadero on the Guadalquivir River. Branch lines run to Gerena and Mina Caridad. The number of passengers carried in 1913 and 1914 amounted to approximately 25,000, and 200,000 tons of freight was transported.

At the present time no new material or rolling stock is required.

[The Bureau of Foreign and Domestic Commerce has published a review of foreign markets for railway supplies and equipment, in Special Consular Reports No. 60, copies of which may be obtained at 25 cents each from the Superintendent of Documents, Washington, D. C., or from the branch offices of the bureau, the addresses of which are: New York, 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 629 Federal Building; St. Louis, 402 Third National Bank Building; New Orleans, 1020 Hibernia Bank Building; Atlanta, 521 United States Post Office Building; San Francisco, 306-307 United States Customhouse; Seattle, 922 Alaska Building.]

THE TESTING OF RUBBER GOODS.

The Bureau of Standards, Department of Commerce, is about to issue the third edition of a circular on the testing of rubber goods. This publication, which has been very much enlarged, is fully illustrated, and describes in detail the method of procedure in conducting physical and chemical tests of rubber. The testing machines and apparatus developed at the Bureau of Standards greatly facilitate the testing of rubber, and the object of this circular is to assist manufacturers and consumers in establishing standard specifications and standard methods of test. The subject matter proper is introduced by a brief outline of the processes through which rubber passes before reaching the factory, followed by a short description of the usual processes of manufacture, which include washing, drying, compounding, "making up" various articles, and vulcanizing. The physical tests most commonly employed are explained very thoroughly. These include tests for tensile strength, ultimate elongation, and elasticity. Conditions affecting the results of tests are discussed at some length and experimental data are given to show the necessity of a standard procedure in testing.

A general discussion of the chemistry of rubber is followed by a brief explanation of the object of each of the analytical determinations that are commonly made. After this there are given in detail the methods in use at the Bureau for each of these determinations. They are not entirely original, but have been compiled from the various publications on rubber analysis, from the information gained through the routine testing of rubber goods for delivery on Government contracts, and from cooperative research with various scientific organizations.

A bibliography listing the more important books and journals devoted to rubber and the Bureau's regulations regarding the testing of rubber goods conclude the circular.

Copies of the publication, Circular No. 38, may be obtained upon application to the Bureau of Standards, Washington, D. C.

OUTLOOK FOR WHEAT IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 4.]

Preparations are being made for a much larger wheat crop in New Zealand for the next harvest beginning in February, 1916. By some it is estimated that the acreage will be doubled. The crop for 1914-15 (4,921,000 bushels, against 5,886,000 in 1913-4, 8,000,000 in 1912-13, and 8,535,000 in 1911-12) was a little short of the demand, owing to a partial drought in some parts of the Dominion. The average acreage for the past five years has been 240,000 acres, with an average yield of 29 bushels per acre. Exports of wheat for several years have exceeded 1,000,000 bushels.

It is feared that there will be a serious shortage of labor to take care of the harvest. Steps are now being taken to get ready for this emergency. It would seem that here is an opening for the sale of the most up-to-date labor-saving harvesting machinery. Harvesters are in very general use, but there may be other labor-saving devices that might be applicable.

INCREASING PRODUCTION OF SOUTH AMERICAN WINES.

[Consul General Leo J. Keena, Valparaiso, May 12.]

The decline in the importance of the Chilean market for imported wines and liquors has been due in part to general financial conditions and partly to the rapid development of the native wine industry. Wine culture is to-day the most important agricultural interest of Chile, the country having more than 250,000 acres of vineyard under cultivation. The average yearly return is estimated at 105,668,187 gallons.

Values and Quantities of Chilean Exports of Wine.

Chilean wines are similar to the Spanish wines of Oporto, Jerez, and Malaga. In 1913 Chilean exports of wine, with their values, were: White wine, bottled, 241 dozen, \$1,407; white wine in bulk, 1,078 gallons, \$595; red wine, bottled, 5,109 dozen, \$22,304; red wine in bulk, 53,802 gallons, \$26,114.

Bolivia has been the principal market for Chilean wines; Argentina and Germany the next best customers. For some months the Government has been actively seeking, through its diplomatic and consular representatives, a wider market for Chilean wines, and from the reports received it appears probable that such an extended market can be found throughout South America.

Importations of Spanish Types of Wine.

The leading Spanish types of wine imported are port, sherry, Malaga, and Madeira. These wines are usually sold at wholesale for \$13.87 to \$16.42 per dozen bottles. They are ordinarily sold direct to the importer. Very few table wines are imported other than by clubs or private individuals.

The wholesale price of champagne is \$43.80 per box of one dozen bottles of 0.21 gallon each. The price of one case of half bottles is \$23.72 to \$25.55.

All bottled wines and liquors are packed in boxes containing one dozen bottles, with straw or fiber wrappers for each bottle. The bottles should contain from 0.16 to 0.20 gallon, as bottles of smaller size are not assessed by actual contents of each bottle, but by the number of bottles not less than 0.16 gallon to which the contents may be equivalent.

Liquors Sold Direct to Importer.

Practically all liquors are sold by direct sale to the importer. Import duties are: Spirits of wine, liquors, brandies, sweet or bitter, in bottles—a specific duty of \$5.48 per dozen bottles; in other receptacles, specific duty of \$0.55 for each liter (0.26 gallon); bitter alcohol, in bottles, a specific duty of \$4.38 per dozen bottles; in other receptacles, a specific duty of \$0.44 per liter (0.26 gallon); beer, in bottles, a specific duty of \$1.10 for each dozen bottles; in other receptacles, a specific duty of \$0.11 for each liter; wine (in bottles), red and white, a specific duty of \$4.38 per dozen; in other receptacles, a specific duty of \$0.44 per liter.

Imported alcohols pay an internal-revenue tax amounting to 10 per cent of the duty in addition to the 10 per cent surtax of the duty on all goods paying specific duty.

Wines and Liquors Imported—Countries of Origin.

Imports of wines and liquors during 1913, with their values, were: Rum, 280 gallons, \$774; 10,091 bottles, \$7,367; sherry, 101,748 bot-

ties, \$92,845; 4,852 gallons, \$16,137; cognac, 729 gallons, \$2,017; gin, 84,914 bottles, \$61,974; 11 gallons, \$32; port, 232,478 bottles, \$212,136; 7,457 gallons, \$25,790; vermouth, 259,084 bottles, \$236,414; 32 gallons, \$11; whisky, 410,152 bottles, \$299,411; 3,702 gallons, \$10,231; beer, 2,733 gallons, \$2,272; champagne, 219,156 bottles, \$199,961.

Chief countries of origin were: Rum, France and United Kingdom; sherry, Spain and United Kingdom; cognac, France and Spain; gin, United Kingdom and Germany; port, Portugal, Spain, United Kingdom, and France; vermouth, Italy, France, and United Kingdom; whisky, United Kingdom, United States, and France; beer, Germany and United Kingdom; champagne, France, United Kingdom, Germany, and Belgium.

[Lists of the principal importers and dealers in wines and liquors at Valparaiso and Santiago, Chile, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

[Vice Consul Ell Taylor, Buenos Aires, May 14.]

Viniculture One of Argentina's Important Industries.

The production of wine in Argentina is one of the most important industries of the country. It has been steadily increasing in volume year by year. In 1895 the total output was 12,625,000 gallons; in 1905, 40,000,000; in 1910, 85,820,000; and in 1913 the record production of 110,000,000 gallons was reached.

The grape-growing district of Argentina is situated throughout the northern Provinces. The Province of Mendoza produces about 80 per cent of the total output. The Province of San Juan in 1913 was second, with an output of 16,500,000 gallons; then follow in relative importance the Provinces of Entre Rios, Salta, Catamarca, Cordoba, Rioja; Buenos Aires, etc.

In 1913 there were established 3,653 "bodegas," or wine-making plants, of which 2,783 were in active operation during that year. Mendoza had 997 and 336 were in San Juan. The total consumption of grapes was 732,178 metric tons, giving a yield of 110,000,000 gallons, or 68.8 per cent.

Wine Produced in Argentina of Common Variety.

Practically all of the wine produced in Argentina is of a common variety, and for table use only. The average cost of this wine, in casks and placed on cars at Mendoza, is \$0.093 to \$0.101 United States currency per liter (liter=1.056 quarts). Common table wine of French manufacture, on board ship at Buenos Aires, costs \$0.11 per liter; the same grade of Spanish wines, \$0.0848 per liter, and Italian wines \$0.139 per liter. Adding to this the customhouse duty, which is \$0.0764 United States currency per liter, the cost of these wines, upon being dispatched from the customhouse, would be: French wines, \$0.186 per liter; Spanish, \$0.161 per liter; and Italian wines, \$0.215 per liter.

The exportation of Argentine wines is very limited, amounting to 39,306 quarts in 1913. Of this, about half went to Paraguay, and the remainder to Uruguay, Brazil, etc.

The remainder of the Argentine production is consumed locally. Of late years, however, efforts have been made by the large wine manufacturers to improve the quality of their products, and in this respect they have been meeting with fair success. However, the

greater portion of the production is of a cheap quality, and at the command of the most humble families.

Superior Grade of Beer Produced.

The production of beer is also important, and the quality is reported to be of a superior grade. There are three large breweries in Buenos Aires, the annual sales of which, combined, approximate \$2,320,000 United States currency. Several other large plants near Buenos Aires find in that city the greater part of their market. These, with other breweries in various cities, have a combined annual business of \$8,000,000 to \$10,000,000 United States currency.

The total population of Argentina is estimated to be between 8,000,000 and 9,000,000 inhabitants, of which 1,550,000 are in the city of Buenos Aires. Italian, Spanish, and French people form a very large percentage of the population.

Imports of Wine for Two Years Compared.

The foreign wine trade here is in the hands of large importing houses which generally maintain buying offices in the principal wine-producing centers of Europe. These are all old-established firms well known in the local trade. The imports for 1913 and 1914 were:

Kinds of wine.	1913	1914	Kinds of wine.	1913	1914
Champagne...doz. bottles..	83,826	20,107	Absinthe (in casks)		
Jerez.....do.....do.....	7,502	2,825	.....do.....quarts..	19,024	9,296
Jerez (in casks)...quarts..	83,794	24,599	Anise.....doz. bottles..	33,796	21,330
Oporto.....doz. bottles..	26,163	6,874	Anise (in casks)...quarts..	6,817	3,481
Oporto (in casks)...quarts..	223,904	94,821	Bitters (Angostura)		
Vermouth...doz. bottles..	840,900	512,623	.....doz. bottles..	610	155
Vermouth (in casks)			Bitters, others		
.....quarts..	75,658	12,962	.....doz. bottles..	247,270	143,920
Sparkling wines			Cognac.....do.....	78,593	30,073
.....doz. bottles..	25,418	12,022	Cognac (in casks)...quarts..	935,776	314,514
Medicinal wines...do....	45,869	24,484	Gin.....doz. bottles..	78,455	49,173
Quinine wines, including			Gin (in casks)...quarts..	400,482	158,450
byrrh.....doz. bottles..	54,887	32,570	Liqueurs (miscellaneous)		
Other wines in bottles,			.....doz. bottles..	32,666	13,105
dozen.....	31,056	16,801	Rum.....do.....	18,032	4,127
Fine table wines (in			Rum (in casks)...quarts..	37,329	12,403
casks).....quarts..	52,955	23,366	Whisky.....doz. bottles..	87,655	66,947
Medium quality table			Whisky (in casks) quarts..	70,769	29,903
wines (in casks)...quarts..	5,283,410	3,749,795	Beer.....doz. bottles..	86,701	49,019
Common table wines (in			Beer (in casks)...quarts..	183,075	110,799
casks).....quarts..	37,200,976	25,270,149	Gingerale...doz. bottles..	14,100	9,782
Absinthe...doz. bottles..	13,438	5,819	Cider.....do.....	193,499	106,057

Chief Countries Supplying Wines Imported.

The countries of origin of the 1914 imports are not indicated in any of the official returns available at this date. Of the 1913 trade France practically monopolized that in champagne, ranked second in supplying vermouth and various classes of wines, and was the chief source for absinthe, cognac, bitters, miscellaneous liqueurs, and rum. Spain contributed nearly all of the jerez and of the quinine wines; the chief supplies of medium and common table wines, closely followed by Italy; practically all of the anise; was second to France in cognac; and was the chief source of the cider supply. Portugal figured largely in the shipments of Oporto, jerez, and fine table wines. Italy's share in the trade included large quantities of vermouth, sparkling wines, medicinal wines, other wines in bottles and casks, and bitters. Holland was the chief source of supply for gin, the United Kingdom for whisky, ginger ale, and beer in bottles, and Germany for beer in casks.

REDUCED AUSTRALASIAN WOOL EXPORTS.

The oversea exports of wool from Australasia from July, 1914, to May 31, 1915, during the current and previous seasons have been compared by Dalgety & Co. (Ltd.), of Sydney, as follows:

State.	1914-15	1913-14	Increase.	Decrease.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Victoria.....	374,595	435,745	.....	111,150
New South Wales.....	628,736	838,746	.....	210,010
Queensland.....	231,445	339,877	.....	108,432
South Australia.....	85,250	151,822	.....	53,572
Western Australia.....	65,056	64,646	410	.....
Tasmania.....	17,532	21,398	.....	3,866
Australian total.....	1,415,967	1,902,204	410	486,237
New Zealand.....	548,311	533,793	14,518	.....
Australasian total.....	1,964,278	2,435,997	14,928	486,647

Considerable quantities of wool grown in some States are shipped from others; therefore the above figures do not show actual production, but total over-sea shipments.

There has, therefore, been a net decrease of 71,719 bales.

Increased American Purchases of Australasian Wool.

Direct imports of clothing wool into the United States from Australasia during the five fiscal years ended June 30, 1914, and during the 11 months ended May 31, 1915, have been as follows:

	Pounds.	Value.		Pounds.	Value.
1909-10.....	40,890,925	\$10,446,015	1912-13.....	11,926,216	\$3,016,003
1910-11.....	11,127,064	2,844,442	1913-14.....	25,531,567	7,050,724
1911-12.....	15,895,435	3,773,762	1914-15 (11 months).....	57,905,034	13,074,460

The bale of Australian wool ranges in weight from 320 to 335 pounds. Taking an average weight, shipments during the 11 months ended May 31, 1915, therefore totaled 160,000,000 pounds. The United States shows the receipt of 58,000,000 pounds of Australasian wool during the same period, which is not wholly comparable, as shipments from Australasia during May would probably enter this country during June. However, these statistics illustrate the marked growth of these direct American purchases of wool from the two island Dominions, which have more sheep than any other countries of the world.

CONDITION OF EGYPTIAN COTTON CROP.

[Consul Arthur Garrels, Alexandria, June 8.]

According to the Alexandria General Produce Association the temperature in the Egyptian cotton districts was cool during the first part of May but very beneficial during the latter half; plants are in good condition and looking well, but backward in comparison to last year. Water is sufficient and in some parts even abundant. Few worms are evident in certain districts. Locusts still abound in all Provinces, but in lesser quantities than previous month. Damage caused so far is insignificant, owing to precautionary measures taken by the Government.

IMPORTS FROM GERMANY.

The value of merchandise imported into the United States from Germany during the month of May, 1915, was \$3,172,630, divided among the ports as follows:

Port.	Value.	Port.	Value.
Chicago.....	\$202,330	St. Paul.....	\$10,295
Cleveland.....	53,646	St. Louis.....	64,105
Los Angeles.....	9,435	Seattle.....	3,576
Pittsburgh.....	3,564	San Juan.....	1,748
Indianapolis.....	974	Honolulu.....	783
Milwaukee.....	5,567	New Orleans.....	49,031
Hartford.....	24,256	Tampa.....	56
Savannah.....	5,617	Baltimore.....	213,717
Portland, Me.....	29	Boston.....	88,403
Duluth.....	246	Philadelphia.....	107,345
Great Falls.....	17	Detroit.....	6,940
Rochester.....	22,694	Portland, Oreg.....	661
Galveston.....	9,467	San Francisco.....	3,005
Des Moines.....	70	New York.....	2,280,953
Louisville.....	2,640		
Omaha.....	417	Total, May, 1915.....	3,172,630
Memphis.....	540	Total, May, 1914.....	14,661,923

a Via Rotterdam.

Following is a list of articles showing value over \$10,000, imported from Germany during the month of May, 1915:

Article.	Value.	Article.	Value.
Potash.....	\$28,566	Cotton laces.....	\$190,660
Oxalic acid.....	14,558	Cotton wearing apparel.....	137,188
Fusel acid.....	14,499	Plushes, etc.....	41,481
Other chemicals.....	82,687	All other cotton, manufactures of.....	102,686
Clay.....	112,117	Earthen, stone, and china ware.....	225,758
Furs, and fur skins.....	31,127	Feathers, natural and artificial.....	27,559
Glass and glassware.....	79,816	Fibers.....	69,176
Hair, and manufactures of.....	11,373	Gelatin, and manufactures of.....	24,996
Cutlery.....	139,834	Metals, and manufactures of.....	33,853
Machinery, and parts of.....	105,307	Musical instruments, and parts of.....	56,767
All other iron and steel and manufactures of.....	70,243	Paper stock, crude.....	34,820
Leather, and manufactures of.....	159,990	Perfumeries.....	12,613
Books.....	75,324	Precious stones.....	10,568
Photographic paper.....	89,308	Silk plushes, etc.....	161,517
All other paper and manufactures of.....	126,073	Other manufactures of silk.....	67,734
Grass seed.....	28,555	Spirits, wines, etc.....	17,000
Wood pulp, chemically bleached.....	16,325	Toys.....	447,976
Beads and bead ornaments.....	12,470	Wood, and manufactures of.....	19,111
Bronze, manufactures of.....	13,517	Wool, and manufactures of.....	30,794
Brushes, feather dusters, etc.....	10,136	Paints, pigments, etc.....	37,566
Buttons and parts of.....	34,936	All other articles.....	134,387
Clocks and watches, and parts of.....	31,659	Total.....	3,172,630

OBSERVATION WORK IN LIGHTHOUSE SERVICE.

At the request of the Coast and Geodetic Survey, the Bureau of Lighthouses has made arrangements for making slack-water observations during July, August, and September on certain buoys at the entrances to Block Island Sound, Fishers Island Sound, and Long Island Sound, including two buoys established especially for the purpose at the expense of the Coast and Geodetic Survey. These observations are desired by the survey for use in publishing mariners' tables of predicted slack waters for important localities. Arrangements were also completed for making hourly current observations on the Ram Island Reef Light Vessel No. 23, Connecticut, for the use of the survey.

SHANGHAI'S DOCK FACILITIES AND CHARGES.

[Vice Consul Gustave J. Barrett, Shanghai, China, May 19.]

The dry-docking facilities at Shanghai appear to be quite ample to accommodate the vessels entering this port. The Shanghai Dock & Engineering Co. and the New Engineering & Shipbuilding Works (Ltd.), in addition to maintaining dry docks, are also prepared to undertake any kind of marine construction or repair work. On account of the narrowness of Shanghai's upper harbor and the lack of proper wharfage space the great majority of vessels calling at this port anchor in the stream at Woosung, which is about an hour's ride by steam tender from Shanghai.

Tonnage dues are levied every four months. These entitle a steamer to call at any port in China without further payment. The rate for vessels under 150 tons register is about \$0.06 gold per ton and for those over 150 tons register about \$0.24 gold per ton. Pilotage is not compulsory.

All wharves are privately owned. Vessels carrying mixed Chinese and/or Japanese cargoes are charged approximately \$0.17 gold per foot; vessels under 300 feet, carrying only coal, \$36 United States gold; and vessels over 300 feet are charged at the rate of \$0.19 per foot. Over-sea steamers with home cargoes are charged \$0.19 per foot; lorchas (native-rigged sailing craft), \$28.

Stevedoring and Lighterage Charges.

Vessels from foreign ports remaining at wharves for more than five days will incur an extra charge of \$28 United States gold for the first day and \$35 for each succeeding day or part thereof. Coasting vessels remaining at the wharf for more than three days will incur an extra charge of \$17 for the first and \$28 for each succeeding day or part thereof. Vessels wishing to make use of the head and stern moorings (privately owned) may arrange to do so at a cost of \$14 for the first three days or part thereof and \$2.75 for each succeeding day or part thereof.

The average stevedoring charges for vessels loading and unloading outside the red buoy at Woosung are about \$0.15 per ton. The lighterage charges from Woosung to Shanghai are approximately \$0.40 per ton. In addition to these charges there are wharfage expenses on cargo landed, depending on the size and weight of packages, which range from \$0.03 per package upward.

Shanghai is considered the most important transshipping point in the Orient for cargo moving to and from America and Europe, and, during normal times, cargo space has proved sufficient for the needs of this trade. Since the outbreak of the present war importers and exporters have been seriously inconvenienced by the withdrawal of many merchant vessels from service.

Canal Traffic in May.

The number of ocean-going vessels which passed through the Panama Canal during May was 141. This is more than used the canal during any preceding month; the previous record was 136 for March. Cargo passing through the Canal in May totaled 578,708 tons, which exceeded all previous months except March, when the cargo traffic amounted to 635,057 tons.

FOREIGN COMMERCE OF UNITED STATES FOR MAY.

The usual monthly statement of the foreign trade of the United States was completed July 9 by the Bureau of Foreign and Domestic Commerce, Department of Commerce. The imports and exports by great groups during the month of May and the 11 months ending with May, 1915, are presented in the following statement:

Group.	Month of May—		11 months ending with May—	
	1914	1915	1914	1915
IMPORTS.				
Crude materials for use in manufacturing..	\$62,978,328	\$67,274,023	\$583,819,085	\$513,793,082
Foodstuffs in crude condition and food animals.....	19,347,714	15,880,775	220,517,741	205,708,042
Foodstuffs partly or wholly manufactured.....	23,179,797	30,481,992	199,831,107	258,414,873
Manufacturers for further use in manufacturing.....	24,806,492	18,061,376	294,336,917	213,356,200
Manufactures ready for consumption.....	32,932,144	20,434,321	413,693,033	312,612,323
Miscellaneous.....	1,037,040	662,364	15,098,524	15,590,115
Total imports.....	164,281,515	142,284,851	1,736,396,207	1,516,474,600
EXPORTS.				
Crude materials for use in manufacturing..	37,816,086	44,337,493	759,872,342	478,987,613
Foodstuffs in crude condition and food animals.....	10,078,917	38,752,970	126,408,965	481,110,384
Foodstuffs partly or wholly manufactured.....	20,117,749	40,828,391	272,765,411	406,373,144
Manufactures for further use in manufacturing.....	30,431,865	36,872,893	342,932,683	317,216,854
Manufactures ready for consumption.....	58,563,302	97,546,042	666,873,742	696,257,553
Miscellaneous.....	484,799	10,998,443	6,725,422	70,117,866
Total domestic exports.....	157,492,718	269,336,222	2,175,578,565	2,452,033,414
Foreign merchandise exported.....	4,239,901	4,881,920	31,928,539	48,006,510
Total exports.....	161,732,619	274,218,142	2,207,507,104	2,500,041,924

The increase in the exports for May, 1915, in the item miscellaneous to a total of nearly \$11,000,000 arises from the exportation of horses in that month to the value of \$8,169,267 and of mules to the value of \$2,705,827. The total value of horses exported during the 11 months ended May 31, 1915, was \$55,953,115; of mules, \$10,183,841; and of seeds, \$3,712,036.

Imports and exports by grand divisions and countries.

Details showing the value of merchandise imported from and exported to each of the principal countries during May and the 11 months ended with May, 1915, compared with corresponding periods of the preceding year, have been completed by the Bureau of Foreign and Domestic Commerce of the Department of Commerce, as follows:

Countries.	Month of May—		11 months ended with May—	
	1914	1915	1914	1915
IMPORTS FROM—				
Grand divisions:				
Europe.....	\$70,464,347	\$42,274,452	\$826,502,748	\$569,740,722
North America.....	39,321,736	50,252,243	382,952,168	423,017,821
South America.....	20,112,718	19,084,507	206,558,793	235,279,174
Asia.....	27,043,766	19,699,772	205,692,306	321,054,998
Oceania.....	4,936,875	8,110,867	38,030,481	47,006,123
Africa.....	2,402,073	2,863,010	17,659,651	20,375,762
Total.....	164,281,515	142,284,851	1,736,396,207	1,516,474,600

Countries.	Month of May—		11 months ended with May—	
	1914	1915	1914	1915
IMPORTS FROM—				
Principal countries:				
Austria-Hungary	\$1,659,904	\$449,925	\$18,795,871	\$9,568,185
Belgium	3,197,663	117,917	37,963,478	10,171,143
France	7,772,002	5,394,430	132,087,131	71,807,821
Germany	14,661,923	3,172,630	175,092,627	89,544,821
Italy	4,801,348	4,403,833	51,317,657	49,584,734
Netherlands	3,164,762	2,447,859	33,387,090	29,908,684
Norway	802,098	460,480	8,510,122	10,206,998
Russia in Europe	2,015,042	46,348	19,870,267	2,364,192
Sweden	838,306	528,517	10,375,786	10,816,068
United Kingdom	25,267,104	21,786,256	268,982,641	233,217,564
Canada	13,531,181	11,593,671	145,413,312	144,708,832
Mexico	6,895,899	8,247,684	84,377,104	69,288,453
Cuba	14,636,355	25,036,048	114,313,334	163,570,507
Argentina	5,167,961	5,047,898	41,330,119	66,136,353
Brazil	7,643,798	6,176,708	95,672,167	90,573,050
China	3,791,018	5,262,616	36,334,123	35,989,863
India, British	7,437,740	2,236,040	68,319,832	44,405,074
Japan	9,293,209	7,962,591	99,956,222	91,378,846
Australia	1,665,998	6,378,942	15,745,344	20,935,463
EXPORTS TO—				
Grand divisions:				
Europe	94,450,858	201,140,155	1,398,187,935	1,789,945,096
North America	42,592,244	41,834,628	496,451,289	430,443,395
South America	10,204,300	11,976,058	116,968,422	85,579,867
Asia	6,451,038	9,559,854	106,173,267	100,819,102
Oceania	6,129,142	7,426,375	76,130,706	68,229,948
Africa	1,905,037	2,281,072	25,597,495	25,024,526
Total	161,732,619	274,218,142	2,207,507,104	2,500,041,924
Principal countries:				
Austria-Hungary	1,471,381	20,243	21,280,037	1,240,167
Belgium	4,237,000	868,541	56,835,230	19,078,569
France	9,644,818	49,713,434	152,933,891	326,289,744
Germany	19,295,126	400	328,115,430	28,861,587
Italy	4,489,779	11,483,346	68,529,442	169,636,810
Netherlands	8,179,071	12,924,085	101,469,703	135,615,257
Norway	1,006,945	2,072,509	8,599,995	37,967,485
Russia in Europe	2,196,267	6,718,528	28,487,135	23,560,068
Sweden	1,427,256	4,343,307	13,595,379	76,254,370
United Kingdom	37,725,334	98,069,848	557,837,521	823,611,409
Canada	20,585,307	25,563,835	316,485,433	271,130,681
Mexico	1,199,367	3,010,614	36,251,737	30,260,273
Cuba	5,263,881	7,114,372	63,595,942	68,565,115
Argentina	2,828,399	5,423,899	42,854,800	27,299,306
Brazil	2,486,436	2,386,606	28,220,406	22,416,477
China	2,131,909	2,147,144	22,369,621	14,522,675
India, British	818,440	2,774,797	9,758,986	10,499,784
Japan	1,773,075	3,705,667	49,534,559	37,004,432
Australia	4,137,450	4,688,967	41,740,627	37,962,463

WORKSHOPS IN PHILIPPINES DESTROYED.

[J. F. Boomer, correspondent, Manila, May 20.]

The workshops of Bilibid Prison were partially destroyed by fire on May 19, 1915; damage \$25,000. One building constructed of Oregon pine, 150 feet long and 30 feet wide, containing the automobile paint shop, dry kiln, and boiler room was practically a total loss. In it and destroyed with it were the No. 1 automobile of the Governor General, a car belonging to the fire chief, an automobile belonging to the Bureau of Public Works, a large number of carromatas of private individuals, a large stock of 34-inch slabs of narra wood for the manufacture of furniture for export to the United States, and a stock of hickory for the manufacture of spokes for vehicles, the only hickory in the islands.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Cotton goods, No. 17468.—An American consular officer in England reports that a merchant in his district desires to purchase indigo and white discharge prints in large quantities.

Refrigerators, No. 17469.—A business man in Brazil writes an American consular officer that he desires the names and addresses of American manufacturers of household refrigerators. Catalogues, price lists, etc., should be sent at once. He will pay cash with order. References are given.

Lighting system, No. 17470.—An American consular officer in a British possession writes that a demand is being made that the system for lighting passenger coaches on the state railways by gas be changed to electricity in the interest of the traveling public. The consular officer transmits the name and address of an official of the railroad who may be addressed relative to this opportunity.

Cement, No. 17471.—A business man in Brazil informs an American consular officer that he is starting a cement-block factory and desires to import about 300 barrels of cement per month. References are given.

Nails, wire and wrought-iron, No. 17472.—A firm in Canada desires to be put in touch with American manufacturers of nails, wire and wrought-iron, on the Pacific coast. The firm states that it now has a large order for nails to be shipped to the Orient and will have further orders, if satisfactory quotations can be secured. Reference is given.

Toys, No. 17473.—An American consular officer in Brazil states that a merchant in his district desires to correspond with American manufacturers of toys. Catalogues, price lists, etc., should be sent at once. He states that he will pay cash with order. References are given.

Underwear and hosiery, No. 17474.—A manufacturer's agent in Ireland informs an American consular officer that he desires to communicate with American manufacturers of fleeced underwear, and lisle and silk hosiery for women, with a view to selling these goods on a commission basis. Reference is given. The man states that he has been in this line of business for 21 years.

Twine and cotton yarn, No. 17475.—A firm in Argentina informs an American consular officer that it wishes to receive samples of twine for sewing jute and cotton bags, also cotton yarn. Samples should be accompanied by full information relative to prices, etc. Correspondence should be in Spanish. Quotations should be made c. i. f. destination.

Builders' hardware, bath tubs, etc., No. 17476.—A firm in New Zealand writes an American consular officer that it is in the market for builders' hardware, bath tubs, plumbing supplies, gas pipes, etc. Quotations should be made f. o. b. steamer, port of shipment. It is stated that the firm is prepared to pay cash.

Machinery, No. 17477.—A representative of a sawmill in India informs an American consular officer that he desires to be placed in communication with American manufacturers of machines for hauling timber from forests. Illustrated catalogues, price lists, and full information relative to terms of sale, etc., should be forwarded at once. Correspondence may be in English.

Electric meters, No. 17478.—An American consular officer in Canada reports that an electric power company in his district is in need of meter clocks which will automatically charge power to the consumer at the regular lighting rate during the rush period and at a reduced rate for cooking purposes at other times. Quotations should be made c. i. f. destination. The Canadian customs tariff on electric meter clocks is 35 per cent ad valorem.

Rope, paint, etc., No. 17479.—A merchant in Brazil informs an American consular officer that he desires to correspond with American manufacturers of manilla and linen rope and makers of liquid oxide of zinc paint for ships. References are given.

Store equipment, labor-saving devices, etc., No. 17480.—A British traveling salesman and organizer, who is now in Canada, has informed an American consular officer that he wishes to correspond with American manufacturers with a view to securing a selling agency in Great Britain for store-equipment specialties, labor-saving devices, domestic novelties, and other American products. Reference is given.

Gloves, mitts, etc., No. 17481.—A firm of manufacturer's agents and commission merchants in Canada writes an American consular officer that it desires to obtain an agency for the sale of men's heavy working leather gloves, mitts, and gauntlets made of sheepskin, muleskin, pigskin, horsehide, and buck, lined and unlined. The firm states that it desires samples not later than September 1.

Elevators, etc., No. 17482.—An American consular officer in Brazil reports that many new houses and buildings are being constructed in his district, and he desires to receive catalogues, price lists, etc., for elevators of simple mechanism.

Refrigerators, No. 17483.—A firm of hardware dealers in England writes an American consular officer that it desires to receive catalogues, price lists, etc., of small domestic refrigerators, oak finish or white enamel.

Slate pencils, No. 17484.—An American consular officer in Canada reports that a firm in his district has requested him to obtain prices, samples, etc., of slate pencils. The firm intends to purchase a large supply in the near future.

General representation, No. 17485.—A business man in Argentina writes the Bureau of Foreign and Domestic Commerce that he desires to represent American manufacturers and exporters who desire to sell to the markets of that country. He states that he can furnish good reference. He does not specify any particular line.

Stationery, paints, etc., No. 17486.—A business man in Russia has requested an American consular officer to place him in communication with manufacturers and exporters of stationery supplies; cutlery and small tools; paints, oils, and varnishes; hosiery and underwear, etc. Weights, measures, etc., should be stated in Russian equivalents. Quotations should be made c. i. f. Vladivostok. References are given. Correspondence may be in English, but is preferred in Russian.

Metal book markers, No. 17487.—A firm of commercial stationers in England informs an American consular officer that it desires to purchase metal signals for card and ledger indexing, similar to the samples which may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Sulphurous acid, No. 17488.—The Bureau of Foreign and Domestic Commerce is in receipt of a communication from a foreign consular officer in New York City relative to an opportunity for the sale of sulphurous acid (SO_2). A copy of the letter may be had on application to the Bureau or its branch offices.

Canvas mail sacks, No. 17489.—An American consular officer in Honduras transmits a report relative to an opportunity for the sale of canvas mail sacks. A copy of his report may be had on application to the Bureau or its branch offices.

Copper tubes, bars, etc., No. 17490.—One of the commercial attachés of the Department of Commerce in Spain transmits a report relative to an opportunity for the sale of copper tubes and bars. A copy of his report may be had on application to the Bureau or its branch offices.

Hardware, etc., No. 17491.—An American consular officer in Ireland reports that one of the largest hardware and timber companies in his district desires to receive the names and addresses of American manufacturers of steel joists, wood and zinc washboards, wood churns, wire nails, wheelbarrows, handles, and hay rakes of wood and of iron. It is stated that the firm is prepared to place large orders.

Automobiles and tools, etc., No. 17492.—A business man in the Netherlands informs an American consular officer that he desires to receive direct offers for small 4-cylinder automobile motors with a bore of about 60 mm. and

a stroke of about 100 mm., complete with carbureter and Ignition suitable for a power unit in a cycle car. The man states that if the prices are suitable he will make a contract for a regular yearly supply.

Road and grading machinery, No. 17493.—An American consular officer in Wales informs an American consular officer that he desires to receive catalogues, price lists, etc., from American manufacturers and exporters of all kinds of road and grading machinery. Quotations should be made c. i. f. destination, if possible, or f. o. b. New York. Reference is given.

Toys, No. 17494.—A firm in Siberia writes an American consular officer that it desires to receive catalogues and price lists from American manufacturers and exporters of toys, which are desired for the Christmas trade this year. Correspondence may be in English. Quotations should be made c. i. f. destination and be given in Russian currency if possible.

Refrigerators and hardware, No. 17495.—A company in Russia informs an American consular officer that it desires to communicate with first-class American manufacturers and exporters of refrigerators, hardware, belting, chemicals, etc., hoisting machines cranes, and derricks. It is stated that the manager of the foreign purchasing department of the company is about to proceed to the United States with a view to placing large orders. References are given.

Printing paper, etc., No. 17496.—A sales agent in France informs an American consular officer that he desires to represent American manufacturers of printing paper, cardboard, envelopes, etc., and varnish for the manufacture of transparent paper for window signs. Correspondence should be conducted in French. Weights, measurements, etc., should be stated in the metric system. Quotations should be made c. i. f. French ports. Bank references are offered.

Meat and food choppers, No. 17497.—An American consular officer in France has been requested to supply the names and addresses of American manufacturers of meat and food choppers. Correspondence should be conducted in French. Prices should be quoted in francs for goods c. i. f. destination.

White lead and its compounds, No. 17498.—A wholesale druggist in an insular possession informs an American consular officer that he desires to receive offers from American exporters of white lead and its compounds. Correspondence is desired in Spanish, but may be in English or French.

Gelatine, No. 17499.—An American consular officer in England reports that a firm in his district desires to receive quotations from American makers of thick and thin sheet gelatine.

PAPAYA PEPSIN IN THE PHILIPPINES.

[J. F. Boomer, correspondent, Manila, May 20.]

An effort is being made to develop in the Philippine Islands an industry in the dried juice of the papaya (*Carica papaya*) for medicinal use as a substitute for pepsin. The preparation of this product is represented by the Bureau of Health officials, who are endeavoring to stimulate its production, as very simple. The fruit is hung above a bowl, and longitudinal cuts are made in the fruit from which the juice drips, hardening soon after falling in the bowl. After being thoroughly dried in the sun it is put in sealed cartons for shipment. Papayas may be grown in almost every part of the islands. The native variety is small compared with the Hawaiian variety which has been introduced and is now grown extensively for the table.

[Considerable of the American and European supply of "papain," the extract of the papaya, is derived from the island of Ceylon. "The production and uses of papain in Ceylon" was fully described in daily Consular and Trade Reports for May 17, 1913, and Apr. 16, 1914.]

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No. 162

Washington, D. C., Tuesday, July 13

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VESSELS ADMITTED TO AMERICAN REGISTRY.

During the week ended July 10, 1915, there was admitted to American registry, under the act of August 18, 1914, one vessel, the bark *Paolina*, 1,337 gross tons, formerly the Italian bark *Paolina*. This vessel is now owned by Edward L. Whitney, of Mobile, Ala., and is to engage in the freight service.

To date the total number of vessels admitted under the above-cited act is 151, with a gross tonnage of 530,361.

SMALL DEMAND FOR EXPLOSIVES IN COSTA RICA.

[Consul C. Donaldson, Port Limon, May 10.]

As there are no mining industries in the Port Limon district and no construction of roads or other public works where blasting is necessary, the railways are the chief users of explosives, their foreign purchases averaging about \$8,000 a year. Gunpowder and ammunition for hunting are also imported in small quantities. [The names of the importing firms may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices.]

RAILROAD CONSTRUCTION AT NIGHT IN AFRICA.

Railroad construction at night is made possible, says a scientific journal, by the use of a freight car as a lighting plant. Projecting from a tower built at one end of the car is a light arm that extends far out over the track. At the extreme end of this arm two searchlights are placed, while other lamps are located at intervals along the arm. By means of this arrangement plenty of light can be shed upon the portion of the track that the arm overhangs, while beams of the searchlights can be cast ahead where the work of preparing the road-bed is under way. The lighting plant permits of carrying on work in the cool hours while the torrid sun is below the horizon.

ONTARIO HAS MODERN REFORMATORY AT GUELPH.

[Consul Julius D. Dreher, Toronto, Canada, June 25.]

When the Province of Ontario, which has always shown a progressive public spirit, decided to establish the Ontario Agricultural College at Guelph in 1874, a commission was sent to study the oldest agricultural college in the United States, that of the State of Michigan, founded at Lansing in 1857. Again, when the Province decided upon the establishment of a reformatory for prisoners, to take the place of the old-fashioned prison, a commission was sent to the United States to study the general question of prison labor. On the report of that commission, the provincial parliament decided to establish a reformatory, and the architect selected was instructed to visit leading institutions with a view to preparing plans for buildings in accord with modern thought and requirements regarding prison labor.

Farm Adapted to Field Crops, Fruit Raising, and Dairying.

A farm comprising 850 acres of land near the city of Guelph, adapted to various field crops, fruit growing, and dairying, was purchased and the work of building the reformatory was begun in 1910, under the supervision of the Department of the Provincial Secretary of Ontario. The administration building, connecting link, guard tower, and machine shop are built of limestone quarried on the premises. All other buildings are of reinforced concrete skeleton structural tile, which is the first of the kind manufactured in the Province, and has been made by the inmates from cement, sand, and crushed stone found on the farm.

The kitchen building, which contains the kitchen, bakery, cold-storage rooms, and a dining room with a seating capacity of 750 men, is remarkable for its completeness and sanitary arrangements.

Institutions Under Provincial Secretary.

The public institutions under the administration of the provincial secretary consist of 10 hospitals for the insane, feeble-minded, and epileptic, the Ontario reformatory, the Mercer reformatory, the industrial farm of 1,000 acres at Fort William, and the industrial farm of 30,000 acres at Burwash, 25 miles south of Sudbury, in northern Ontario. In addition to all these, there is being erected at Whitby, in Ontario County, on a farm of 650 acres, one of the largest hospitals for the insane in the Province. It will be so constructed as to conform to the latest and best methods of treating mentally-deranged patients in the hospital and on the farm. The total number of inmates in the institutions supported by the Province is 9,200.

In pursuance of the policy of the provincial secretary, that so far as possible all goods consumed in these public institutions should be manufactured at the reformatory, a machine shop, a woolen mill, tailor shop, shoe shop, broom factory, lime kiln, plaster plant, stone crusher, clay-products plant, hydrator, creamery, and abattoir are now being operated.

The woodworking shop, which obtains lumber from the industrial farms at Fort William and Burwash, where timber is abundant, manufactures furniture, doors, sash, and trimmings, and animals

raised on those farms are sent to the reformatory's abattoir for slaughter. The machine shop manufactures hospital beds, tables, and other metal furniture for hospitals.

Products Used in Public Buildings Erected.

The products of these various industries are being used in the construction of many of the buildings erected by the Province, and in institutions aided, as well as those supported, by public appropriations.

In the Guelph Reformatory there are now 350 inmates, but this number will soon be increased to 550. If necessary, the capacity of the institution may easily be increased to accommodate 750 men. With the great diversity of work in industrial operations and in farming, with all its branches, there is employment suited to the various inclinations and aptitudes of the complex element which composes the usual reformatory population.

The prisoners lead a much more wholesome life on this reformatory farm than would be possible in the jails hitherto in use in Ontario. Everything reasonable is done for the physical comfort of the men, who are allowed the utmost practicable liberty. Steady employment under improved regulations can not fail to affect favorably the social life and moral character of these men, who will thus become better fitted for useful citizenship when they are set at liberty.

ITALIAN BLOCKADE IN THE ADRIATIC.

In a telegram dated July 7, 1915, the American Ambassador at Rome reports that he has been informed by the Italian Government that from July 6 the blockade declared by it on the 26th and 28th of last May has been extended to all zones of the Adriatic Sea north of the line Otranto Aspri Ruga (Strade Bianche). Navigation in this sea north of this line is considered forbidden to all merchant vessels of all countries. A safe convoy will be delivered by the Ministry of War or by its agents to ships wishing to enter ports on the Adriatic Sea belonging to or occupied by Italy or Montenegro. Such ships should go to the port of Gallipoli where they will receive, after verification by the local maritime authorities, a safe convoy for entering the Adriatic. Ships wishing to leave the zone of blockade should, after having received a permit from the authorities of the port of departure, go to Bari where a safe convoy for leaving will be given them. Ships furnished with a safe convoy should not present themselves before the line of blockade (Otranto Aspri Ruga Strade Bianche) except during the day. They should anchor on this line at a distance not greater than visit of war vessels assigned to this purpose. Navigation in the Adriatic Sea to merchant ships of all nationalities having obtained safe convoy of entrance or of departure is regulated by the royal decree of June 13, 1915, No. 899, and by all other rulings which the Italian maritime authorities will establish, case by case, for ships allowed to enter or go out of the Adriatic. All ships not observing these regulations will be considered as violating the blockade and will be captured and confiscated and the merchandise on board disposed of according to existing rulings.

THE DYESTUFF SITUATION.

Reports which are received by the Bureau of Foreign and Domestic Commerce from different parts of the country show that the effects of the "dyestuff famine" are becoming more and more apparent each day. In some instances textile mills are forced to shut down for the time being until new supplies of colors can be obtained. This is especially the case in works consuming large amounts of indigo, the lack of which has now become very acute. Manufacturers are now bringing out brown denims instead of the familiar blue fabric, but merchants and consumers are reluctant to accept the substitute. Similar modifications are made in a multitude of cases, the primary purpose as a rule being to reduce the actual amount of dyestuff consumed to a minimum.

The possibility of securing fairly satisfactory shades by the use of vegetable dyestuffs has been decisively demonstrated, and the consumption of logwood, fustic, quercitron, cutch, hypernic, etc., has now attained figures far beyond any record output of the past.

In the meantime the few American manufacturers of coal-tar colors are steadily expanding their plants and are producing dyestuffs in quantities hitherto unknown. Equally noteworthy is the steady increase in the manufacture of intermediates, aniline oil, beta-naphthol, para-nitraniline, etc., by the firms lately started in this field.

An important feature in this rapid expansion of the domestic coal-tar color industry is the equipment on a generous scale at the Schoellkopf Aniline and Chemical Works, Buffalo, for the production of "Direct black" in great quantities. This coal-tar dye replaces very satisfactorily in cotton dyeing the sulphur blacks and aniline blacks hitherto imported from Germany for the use of textile dyers, especially in the hosiery branch, and relieves in a most welcome way much of the strain that resulted from the lack of fast-black dyes.

There is a general admiration of the vigorous and enterprising manner in which our small group of dyestuff manufacturers are striving to meet the urgent demands of a multitude of perplexed mill owners in the textile, paper, and other branches.

Persistent attempts are still being made to secure permits for the free passage of cargoes of German dyestuffs to this country from belligerent nations. British authorities have granted permission for a limited number of shiploads to be dispatched to the United States. The German authorities, however, decline absolutely to allow any shipment of these dyestuffs unless free passage to Germany is guaranteed for American cotton or other materials of an equal value. Their position in this matter has been firmly maintained for a number of weeks, and there is no indication of any change of attitude.

There appears to be a supply on hand in the German color works of most of the dyes currently used in the United States adequate to meet the pressing demands of the moment and to cover the needs of American consumers for months to come. German manufacturers of coal-tar colors are naturally anxious to retain and hold the valuable American market—its most important asset—and will neglect no opportunity to meet the wishes of American customers.

Information from abroad leads to the conclusion that the activity of the great German dyestuff works has been diverted largely into the manufacture of munitions of war and hospital supplies, and that the production of colors has totally ceased.

Nitric acid is vitally necessary for the manufacture of nearly all artificial dyestuffs. It is equally indispensable in the manufacture of high explosives. Germany is now cut off from her customary source of supply for nitric acid, viz, Chile saltpeter. A limited amount of the all-important acid is now regularly manufactured from atmospheric nitrogen in works recently established on the Rhine. It is stated that Germany would gladly accept nitric acid from the United States instead of cotton in exchange for dyestuffs, if the transfer be at all possible.

Everything points to the conclusion that German manufacturers of dyestuffs will, in the event of a cessation of hostilities, try to stock the depleted American market, and will vigorously endeavor to regain the ground lost during the past embargo on shipments of their wares.

Reports from Germany indicate, however, that there is every probability of a continued maintenance of the present high prices for artificial dyestuffs during an indefinite period in case normal commercial movements are reestablished. Any lowering of the increased rates, fixed prior to March, 1915, and recently advanced again according to circular announcements to dealers in Switzerland and Austria-Hungary, is to be expected only where it is necessary to overcome competition developed during the past year.

The Department of Commerce is carefully watching the situation and will not hesitate to recommend such action as may prove necessary to prevent "unfair competition" by foreign producers on our soil against the developing American dyestuff industry.

ELECTRIC TRUCKS FOR CANAL TERMINAL PIERS.

[Panama Canal Record, June 30.]

In order to expedite the handling of cargo on the piers at Cristobal, the Panama Railroad Co. has placed an order for electric trucks, in the expectation of increasing the use of such equipment if the results from their operation and the developments of traffic warrant. The order placed was for four electric tractor trucks, each equipped with three trailers, to be furnished by a Chicago company; and in addition eight trucks of a different type are to be selected by the New York office of the company and sent to the Isthmus.

Each of the tractor trucks ordered is 6 feet long over all by 40 inches wide, has a wheel base of 42 inches and wheel gauge of 32 inches, four wheels 16 inches in diameter, and a clearance of its working parts of 6 inches above the floor. Equipped with two sets of storage batteries, each weighs approximately 2,500 pounds. The steering radius is 5 feet and the speed is from 1 to 7 miles per hour. Each tractor is rated to haul 20,000 pounds on trailers.

It is proposed in the selection of additional trucks to experiment with types equipped with small cranes, making a unit capable of lifting cargo in a sling, transporting it, and delivering it, with a minimum of dependence on human labor.

DURABILITY OF CEMENT DRAIN TILE IN ALKALI SOILS.

The durability of cement mortar and concrete when exposed to concentrated alkali salts in soil and water has been questioned by many engineers and users of concrete. In the western States many irrigation and other structures have been built of concrete in alkali soils and cases of partial or complete failures of some of these structures have been attributed to the effect of alkali salts. The results of the first year's tests made by the Bureau of Standards, of the Department of Commerce, in investigating this question have just been published by that bureau in Technologic Paper No. 44.

Laboratory investigations have shown that cement concrete is subject to disintegration by alkali salts under certain conditions, but practical experience has shown that some concretes are much less susceptible to the action of the salts than others and are quite permanent, even if exposed in very concentrated alkali soils. It was intended in outlining this investigation to make it an actual field test of practical, full-sized specimens composed of concrete of known composition, so that all conditions might be similar to those in which structures are exposed in the field.

In 1913 a committee consisting of a representative from the United States Reclamation Service, the drainage division of the Department of Agriculture, the Association of American Portland Cement Manufacturers, and the Bureau of Standards outlined a program of tests to determine the effect of alkali on cement mortars of a known commercial quality. Since several millions of dollars are being spent annually in the drainage of alkali soils in the western part of the United States, and because of its economic importance, it was considered advisable to make observations on cement drain tile of known composition which would be exposed under normal service conditions in operating drains in concentrated alkali soils.

Over 8,000 cement drain tile, 12 inches long and 8 inches inside diameter, were manufactured in a commercial tile factory in Iowa during August and September, 1913. They included 16 different types, made up of mixtures from the leanest to the richest commercially practicable. Records were kept of all steps in the process of manufacture. Care was taken to produce a uniform and good quality of product, but no methods or materials were introduced which could not be reproduced in any well-equipped cement tile factory.

After all tile had cured for a period of at least one month shipments of a carload were made to projects in each of the following States: Colorado, Wyoming, Montana, Washington, Arizona, New Mexico, Utah, Minnesota, and Missouri.

The tile were installed in the first seven States in soils which contain large quantities of alkali salts, and where concrete structures were thought to have been damaged by alkali action. The tile in Minnesota and Missouri were placed where they would be exposed only to fresh water, and a separate shipment was made to Ames, Iowa, where the tile were stored in the open, above ground, and exposed to the weather.

Installation was completed in November, 1913, and the tile were so arranged that sections at each project containing two tile of each series can be removed for test annually without disturbing the remainder of the line. Ten such sections were placed end to end at

each project. Samples of soil, water, and alkali salts, where available, were secured for analysis.

The first year's tests were made in the fall of 1914. One section at each project, containing 32 tile, 2 of each series, was removed and tested at the site in a portable tile-testing machine, especially designed for the purpose. Samples of tested tile, as well as soil and water samples, were secured for chemical analysis. The tile removed for test were replaced with two other series of cement tile which were made for this purpose, and of which complete records of materials and methods were recorded. It is also planned to replace those tile removed for test during 1915 with additional cement tile manufactured by different methods.

The details of the investigation and the results of the first year's tests are published at this time, because of their economic value in demonstrating to those who are now using or considering the use of cement drain tile that special care should be observed to employ only the best materials and good workmanship in its fabrication, and if these precautions are not observed failure will result if the drain is located in some of the more concentrated alkali soils similar to those found at Grand Junction, Colo., and Garland, Wyo.

Drain tile manufactured in a manner as described for cement mixtures not leaner than one part cement to three parts of aggregate are apparently unaffected structurally when exposed for one year in operating drains in very concentrated alkali soils, similar to any of those included in the investigation.

Drain tile made from cement mixtures leaner than one part cement to three parts of aggregate should not be used in localities where the character of the alkali and concentration is similar to that found at the site of the experimental drains at Grand Junction, Colo., Montrose, Colo., and Garland, Wyo.

Drain tile manufactured in the manner described of one part cement to four parts of aggregate, the leanest mixture used, is apparently unaffected structurally by exposure for one year in an operating drain in concentrated alkali soils similar to those found at Fort Shaw, Mont., Sunnyside, Wash., Yuma, Ariz., and Roswell, N. Mex.

Other than the above, no very general conclusions should be drawn from this investigation until the results of further tests are obtained. It is anticipated that this report will be amended from time to time as the results are obtainable.

The bureau would be pleased to receive information concerning the behavior of concrete exposed to concentrated alkali soil which may come to the attention of engineers or others interested in the use of concrete under these conditions.

POTASH IN THE PHILIPPINES.

[J. F. Boomer, correspondent, Manila, May 22.]

It has been found that the ash of the seaweed collected on the shore of Manila Bay, in Tondo, yields 15 per cent of potash. This discovery is hailed with considerable interest owing to the war-time scarcity of potash. No data is yet available to show just the amount of seaweed available, but it is known in a general way that it is abundant. Explorations and further experimentation will be conducted by the Government.

JAPANESE STEAMERS AVAILABLE ONLY FOR JAPANESE GOODS.

[Consul General George E. Anderson, Hongkong, May 28.]

The course of the Japanese Government in demanding all space on trans-Pacific steamers of Japanese companies for Japanese goods, of which brief notice was cabled (see **COMMERCE REPORTS** for May 29, 1915), has thrown the entire shipping trade of the Far East into serious confusion and has led to a situation which is the subject of grave concern to those interested in Chinese-American trade.

So far as can be ascertained the action taken has consisted in a requirement by the Japanese Government on the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, and the Toyo Kisen Kaisha, as Japanese lines subsidized by the Japanese Government, that all space heretofore allotted Hongkong and South China in their steamers for freight for the United States shall for the months of June and July be offered only to shippers in Japanese ports, in addition to the usual allotment offered Japan ports. The requirement is to be enforced in spite of forward contracts and all other agreements for space in these ships on the part of Hongkong or other non-Japan port shippers, and the requirement includes the allotment for Keelung and Formosa, and includes also all steerage passenger space on these ships.

The reason offered by these lines to the members of the trans-Pacific Conference when the announcement was made was simply that the freight tonnage shortage on the Pacific at this time is such that Japanese port shippers are unable to move their goods to the United States without some action and that the Japanese Government, in view of the fact that these lines are subsidized, is disposed to see to it that goods from Japan are moved freely and without delay, no matter what the result may be to shippers in other ports or from other countries who have been customers of these Japanese lines.

Japanese Subsidized Lines Move Japanese Goods.

While in the trade there are stories of all sorts of ulterior motives on the part of the interests concerned, there is, in fact, no occasion to ascribe any other motive than that given. It is of extreme importance to Japanese manufacturers and exporters that Japanese products move freely and promptly to the United States at this time, and the Japanese Government is using the advantage it has in possessing a large subsidized merchant marine to serve the interests of its producers.

It is doubtful what the exact result of this policy will be. While the announcement is confined to cover the months of June and July only and space is being offered on Japanese vessels for August, the latter arrangements are made with the express understanding that no responsibility shall attach to the companies concerned, the inference being that the extension of the rule is altogether likely. The restriction of these vessels to the Japanese trade for the time being will, of course, accentuate the freight shortage which has been so serious a factor in the Philippine trade situation, and it means still further delay for the thousands of tons of freight piled in Hongkong, Shanghai, and other far eastern warehouses awaiting transportation to the United States. In Hongkong the rice trade particularly is affected, over 2,000 tons having already been contracted for by shippers for Japanese vessels sailing in June and July.

Since time is an important element in the contracts for the shipment of this rice, the rice trade generally is seriously affected. The demand for rice which has arisen in the United States in the past few weeks is a strong factor in the market here at this time.

The freight situation as to Chinese produce has already become serious because of the shortage of tonnage, for several of the trans-Pacific companies have not been in a position to handle any Chinese produce at all for some time, and Japanese vessels have been depended upon to transport the goods.

A meeting of the Conference lines concerned in the trans-Pacific trade, called to consider the situation brought about by the action of the Japanese authorities, has decided that the only way out of the difficulty is chartering special steamers to handle surplus freight from Hongkong during the next few months; but it is not certain that any such vessels will be available, the freight market, in fact, promising no relief whatever.

SIBERIAN TRANSPORTATION NOTES.

[Consul John K. Caldwell, Vladivostok, Russia, June 5; translations from the Russian press.]

Railroads—Volunteer-Fleet Subsidy.

On March 2, 1915, at station Oblutchye, the rails were joined and traffic opened on the western section of the Amur Railway, the first train passing through. The work of completing the line is progressing satisfactorily.

Building has been commenced in Vladivostok of a railway track from the admiral's wharf to the Naval Port Territory, thus enlarging the length of the equipped coast line of the Golden Horn Bay and increasing the possible number of storehouses. The town intends to erect along the new track, sheds for sheltering the goods discharged.

The Russian Volunteer Fleet is to receive for 1915 the following subsidy: Vladivostok-Tsuruga and Vladivostok-Shanghai Lines, 558,000 rubles (\$303,000); Vladivostok-Odessa Line, 178,000 rubles (\$92,000); Vladivostok-Okhotsk-Kamchatka & Tartar Straits Line, 511,000 rubles (\$263,000); Vladivostok-Peter the Great Bay and Coasting Line to Datta, 105,000 rubles (\$54,000).

CHANGES IN AIDS TO NAVIGATION.

During June the Bureau of Lighthouses established a lightship at Buffalo, N. Y. The ship has a flashing white incandescent electric light. The fog signal is a first-class air siren. Two lights have been established at Stockton Harbor Range, Me., one flashing white with lens lantern, burning acetylene, and the other occulting white with lens lantern, burning acetylene.

At Schuylkill River Range, Pa., a change has been made from acetylene to electric incandescent, and at Braddock Point, Lake Ontario, N. Y., oil has given way to oil vapor.

Gas buoys have been established off Round Islands, Straits of Mackinac, Mich., and South Channel, Columbia River, Oreg. A bell buoy has been established at Curtis Point, West River, Md. There were 23 wooden buoys and four iron buoys established during the month and 10 minor lights established.

BRISTOL'S TRADE IN RESIN AND OILS.

[Consul J. S. Armstrong, jr., Bristol, England, June 15.]

The market for resin showed little fluctuation during 1914, a steady normal price for common resin being 10s. per hundredweight (\$2.43 per 112 pounds). On June 10, 1915, however, common was quoted at \$2.92, D at \$2.95, E at \$2.98, F at \$3.01; G at \$3.04, H at \$3.10, WG at \$4.62, and WW at \$4.75 per hundredweight, less 2½ per cent f. o. r. Bristol. The number of barrels imported into Bristol in 1914 was 17,500, as compared with 18,732 during the preceding year.

Absence of Speculative Dealing in Turpentine.

As regards the turpentine trade, it is reported that there was none of the heavy speculative dealing which in former years has made forward operations something of a gamble. During the first 10 months of 1914 the fluctuation was only about a shilling (\$0.243) around an average price of 32s. (\$7.79), with the exception of a sharp upward movement (due, no doubt, to uncertainty as to deliveries from the United States) during the first few days of the war, which prices yielded to the original figures during the second week in August. In November, however, the high freight rates and the scarcity of available ships began to be felt, and the price of turpentine gradually rose, culminating in a value of 36s. 3d. (\$8.82) at the end of December.

During March, 1915, spot turpentine sold at \$9.18, April \$9, and May–December at \$8.73 per hundredweight, less 2½ per cent, f. o. r. Bristol. Quotations of June 10 last were, for spot, \$8.28; July–August, \$8.40; September–December, \$8.52; per hundredweight f. o. r. Bristol. American wood turpentine was \$6.82 per hundredweight. The imports into Bristol during 1914 were 11,050 barrels, and in 1913 18,000 barrels.

Linseed-Oil Quotations.

The market for linseed oil showed no important fluctuations in 1914. During the first eight months the price kept within a narrow limit of about a shilling on either side of the mean price of 25s. (\$6.08) per hundredweight. The outbreak of war in August brought very little change to the market. In October the price receded rapidly from 25s. 9d. (\$6.27) in the middle of the month to 20s. 10½d. (\$5.09) at the end; but the oil soon regained its former value, and at the close of the year this article occupied a strong position and was quoted at 24s. 1½d. (\$5.87) per hundredweight.

During March, 1915, prices of linseed oil showed an advance of \$19 per ton, at \$152 per ton in pipes and \$153 per ton in barrels. Quotations issued June 10, 1915, were \$139.90 per ton in pipes and \$141.15 per ton in barrels.

The curtailment of foreign barytes—38,000 tons imported in 1914—due to the European war, has caused American paint manufacturers to develop domestic supplies, which should increase the output in the United States—52,000 tons last year.

LEMON SITUATION IN CATANIA DISTRICT.

[Consul Joseph Emerson Haven, Catania, Sicily, June 8.]

The report, said to be current in the United States, that the Italian orange growers contemplate using that country as an outlet for a considerable part of their orange crop during the coming summer must have been an error so far as the Catania consular district is concerned, as the orange season is now practically finished and the new season will not open until December. Thus the export of oranges during the coming summer is an impossibility.

Evidently lemons and not oranges were intended, as in Sicily an abnormal fruit, known as the Verdelli lemon, is obtained during the summer months. These Verdelli lemons, green in color, grow contemporaneously on the same trees with the ordinary or yellow lemon of commerce, and are obtained by the following method: The lemon tree, which flowers in April, is kept without water from that period until July, when the roots are heavily flooded for a time. This results in a second set of blossoms, from which will come the Verdelli lemons. The ordinary lemon crop will be picked in the months beginning with October, but the Verdelli lemons will not mature until the next May. Two crops a year are thus obtained from a tree.

The Verdelli lemon is in every way inferior to the yellow lemon of commerce, as it yields less essential oil from the rind, a drier pulp, and less acid. The rind is also thicker than the yellow lemon, as a rule.

By-Products—Export Trade More Profitable.

During 1914, owing to restricted outlets for Verdelli lemons, the fruit that was not exported was converted into by-products (essential oil, citrate of lime, and agrocotto). The manufacturers of by-products pay but \$0.77 per thousand lemons. "One thousand lemons" is a trade term, and means in reality 1,040 fruit. Profits are small under such a transaction, and for this reason exportation is preferred, as prior to August, 1914, cases containing either 300 or 360 lemons sold at prices ranging from \$4 to \$7. Lemons, if exported, therefore brought about \$17 per thousand (less an insignificant amount for packing and freight), as against \$0.77 for 1,040 if sold locally to be converted into by-products.

For this reason it is evident that local exporters will attempt to make use of the American market, but there are several items which will work against them this summer. The Verdelli crop is about one-half the normal, caused by the weather conditions last August, when the trees were in flower. Hot winds and no rain resulted in many of the blossoms being blown down. Owing to few contracts being made, lemon exports will be more or less of a speculative nature, and it is not probable that the fruit will bring more than \$2 to \$3 per case.

Lack of Transportation Facilities.

Even at this price profits are sufficient to attempt business, but the greatest drawback at the present moment to exportation is the lack of transportation. Direct transportation is no longer possible, and lemon shipments are therefore made via Naples. Freight rates are correspondingly high and packing charges are doubled, lemon boxes, which are now practically all made of American shooks, sell-

ing at \$0.29 as against \$0.14 for Austrian beechwood boxes before the war.

This consulate has been unable to learn of any concerted movement on the part of the exporters of the Catania district to fill the American market with the Sicilian product, and, in view of the circumstances, it does not believe that such a step is contemplated, although it is probable that individual exporters will increase their efforts to make sales and thus compensate for the restricted and closed European markets.

IRON AND STEEL STOCKS IN CHILE.

[Commercial Attaché V. L. Havens, Santiago, May 24.]

Fairly heavy stocks of European tin plate, corrugated iron sheets, rods, wire, beams, and structural shapes were on hand in Chile at the beginning of August, 1914. At the present time there is a big stock of plain bars, but a small stock of big structural shapes—that is, beams and channels, with the exception of Belgian beams. Many of them are scattered through the country, but the holders are selling at obtainable prices. The stock of other beams is low. There is a good supply of angle iron. About the only rods available are from American stock. This will soon be the case with wire, of which there is a reasonable supply. There are large stocks of tin plate, and it continues to arrive from British ports. The demand has decreased this year. The principal, though not the only, use for tin plate is in making fruit cans. Some is used for olive oil cans, shoe blacking, and tops of bottles (clamps for corks).

There is a reasonable supply of corrugated galvanized-iron sheets. There are small stocks of black iron throughout the country. This is a material that is used largely by small operators, is a standard necessity, and would be difficult to locate because of its wide diffusion. There is a reasonably large supply of black wire here, but galvanized wire is almost unobtainable in the market even in the smallest quantities.

Large Stocks Carried by Foreign Manufacturers.

In considering the import records of iron and steel for 1913 and 1914, it must be borne in mind that the most progressive foreign manufacturers selling the iron and steel trade in Chile have been carrying very large stocks, because of the great competition in the local market, the unwillingness to await long-time shipments, especially for small orders, where there might be some substitute, and the possibility of reducing very considerably the freight on such material when shipped in quantities. The hold of a vessel may be filled almost to the dead-weight limit with steel beams, rails, rods, flat iron, etc., and an enormous space left vacant for measurement tonnage, such as barrels of glassware, boxes of shoes, hats, tinware, and similar merchandise. The latter would almost be equal, under favorable circumstances, to the capacity of the boat, after it had been practically loaded to capacity with the steel.

It would be quite impracticable to show the detailed imports of iron and steel shapes for any given period, primarily for the reason that in many cases it would be misleading, because of the stocks carried. The sales might be enormous in certain lines, from a stock

likewise of very considerable extent, and the import records not indicate it until next year. However, the following table shows the imports of certain manufactures of iron and steel during 1913 and 1914, with their origin. This will at least indicate the section of this country that uses the majority of the products mentioned, and the countries that have heretofore supplied them.

Articles, ports, and countries.	1913	1914	Articles, ports, and countries.	1913	1914
	<i>Pounds.</i>	<i>Pounds.</i>		<i>Pounds.</i>	<i>Pounds.</i>
Wire, iron, and steel	37,890,376	16,066,008	Uncut and unworked iron and steel	90,091,457	66,597,702
Ports of entry:			Ports of entry:		
Valparaiso	21,310,650	7,084,091	Valparaiso	55,194,966	43,457,932
Talcahuano	10,812,481	4,924,420	Talcahuano	11,511,424	6,881,100
Countries of origin:			Countries of origin:		
United States	21,317,429	9,520,582	United States	24,062,844	24,460,821
Germany	9,025,864	5,128,292	Belgium	30,090,600	19,750,792
United Kingdom	2,475,934	901,690	Germany	23,966,426	15,991,272
Belgium	4,906,673	482,592	Flat iron plates	22,707,476	17,376,348
Cable, steel	1,497,049	1,353,506	Ports of entry:		
Ports of entry:			Valparaiso	9,475,147	9,761,351
Valparaiso	330,153	355,848	Iquique	3,566,704	3,514,212
Coronel	473,810	331,752	Countries of origin:		
Antofagasta	237,967	266,351	United States	4,525,092	8,329,515
Iquique	243,930	260,763	United Kingdom	7,501,745	2,659,490
Countries of origin:			Germany	4,859,759	2,581,546
United States	116,816	231,708	Belgium	5,794,033	3,797,925
United Kingdom	1,106,555	845,859	Iron plates and bars, painted, tinned, or galvanized	4,259,220	5,472,765
Germany	146,028	129,588	Ports of entry:		
Belgium	103,033	111,466	Valparaiso	2,311,458	2,796,384
Hoops, bands, clamps, iron or steel	4,293,436	3,095,400	Talcahuano	839,675	1,441,933
Ports of entry:			Countries of origin:		
Valparaiso	1,389,243	1,373,656	United States	2,214,126	4,050,497
Talcahuano	1,978,538	1,064,581	United Kingdom	1,882,924	1,325,033
Punta Arenas	654,618	517,160	Galvanized, corrugated iron plates	63,358,759	25,941,845
Countries of origin:			Ports of entry:		
United States	1,081,477	601,289	Valparaiso	32,860,919	7,391,667
Germany	1,799,088	1,305,203	Talcahuano	13,468,963	4,695,834
Belgium	708,918	600,517	Antofagasta	6,776,469	6,860,818
United Kingdom	701,400	531,865	Countries of origin:		
Pipes and fittings, iron and steel	48,089,736	50,784,304	United States	34,289,437	7,725,603
Ports of entry:			United Kingdom	28,794,582	18,159,099
Valparaiso	15,233,333	15,044,122	Common tin plate	10,987,667	5,769,099
Antofagasta	14,197,284	20,182,007	Port of entry:		
Iquique	7,969,414	12,312,882	Valparaiso	10,054,984	4,479,756
Countries of origin:			Countries of origin:		
United States	6,522,793	8,417,925	United States	6,178,883	2,982,832
United Kingdom	23,473,237	12,067,804	United Kingdom	4,653,417	2,592,260
Germany	10,537,457	20,007,529	Beams, angles, etc	6,445,610	15,019,926
Belgium	7,210,449	19,073,946	Ports of entry:		
Track spikes	3,426,413	2,386,108	Valparaiso	4,250,622	1,185,315
Ports of entry:			Antofagasta	1,320,431	10,365,761
Valparaiso	745,756	828,994	Countries of origin:		
Talcahuano	797,158	925,236	United States	2,099,788	12,048,933
Antofagasta	680,787	380,306	United Kingdom	1,897,276	1,006,893
Countries of origin:			Germany	1,716,431	1,720,884
United States	175,056	292,366	Machine bolts	3,690,782	2,671,473
United Kingdom	1,179,263	499,276	Ports of entry:		
Germany	972,040	1,160,072	Valparaiso	956,039	698,528
Belgium	1,068,768	432,999	Antofagasta	831,719	821,982
Pig or ingot iron	10,617,834	12,399,710	Iquique	906,982	536,074
Ports of entry:			Countries of origin:		
Valparaiso	5,539,245	7,660,787	United States	252,475	610,184
Iquique	1,996,374	2,304,098	Germany	1,234,741	904,241
Countries of origin:			United Kingdom	1,197,408	785,233
United States	1,977,690	5,289,197	Belgium	910,983	318,658
United Kingdom	6,152,439	4,963,442			

New Customers for American Mills.

The head of the local branch of a large steel company says there are plenty of heavy-gauge, smooth, galvanized-iron sheets, but that the stock of light gauge is about gone. He also states that it is almost impossible to meet the demand on barbed wire, because the American factories are tied up ahead with orders and can not fill present

orders for some time. He says a good supply of galvanized-iron wire is on the way to Chile from the United States.

Although he reports that stocks were plentiful at the beginning of last August, he states that generally they are not so now, and that the third best customer of American steel mills is the group who have previously made the major portion of their purchases in countries now at war. He adds that he considers a good portion of this new trade, which the American mills have not previously enjoyed, as being of a permanent character.

TREATIES AFFECTED BY SEAMEN'S ACT.

Following is a list of treaties and conventions affected by the Seamen's Act of March 4, 1915, showing pertinent article and the sections of the act inconsistent with them:

Country.	Date.	Article affected.	Affected by section.
Austria-Hungary.....	May 8, 1848	4	4, 16
Do.....	July 11, 1870	11	4
Do.....	.....do.....	12	16
Belgium.....	Mar. 9, 1880	11	4
Do.....	.....do.....	12	16
Bolivia.....	May 13, 1853	34	16
Brazil.....	Dec. 12, 1828	31	16
China.....	June 18, 1858	18	16
Colombia.....	Dec. 12, 1846	33	16
Do.....	May 4, 1850	3	4, 16
Congo.....	Jan. 24, 1891	5	4, 16
Denmark.....	July 11, 1861	1	4
Do.....	.....do.....	2	16
France.....	June 24, 1822	6	16
Do.....	Feb. 23, 1853	8	4
German Empire.....	Dec. 11, 1871	13	4
Do.....	.....do.....	14	16
Great Britain.....	June 3, 1862	(a) 12	16
Greece.....	Nov. 19, 1902	12	4
Do.....	.....do.....	13	16
Italy.....	May 8, 1878	13	16
Mecklenburg-Schwerin.....	Feb. 24, 1881	(a) 13	4
Netherlands.....	Dec. 9, 1847	9	4, 16
Do.....	Jan. 19, 1839	3	16
Do.....	May 23, 1878	11	4
Do.....	.....do.....	12	16
Prussia.....	May 1, 1828	10	4
Do.....	.....do.....	11	16
Roumania.....	June 17, 1881	11	4
Do.....	.....do.....	12	16
Spain.....	July 3, 1902	23	4
Do.....	.....do.....	24	16
Sweden and Norway.....	July 4, 1837	13	4
Do.....	.....do.....	14	16
Sweden.....	June 1, 1910	11	4
Do.....	.....do.....	12	16
Tonga.....	Oct. 21, 1886	10	16

a Whole treaty.

OFFICIAL BOOKLET ON CHILE.

Commercial Attaché V. L. Havens has forwarded from Santiago copies of the English edition of "Chile," a booklet that contains a general review of the Republic's position, resources, climate, etc., published by the Commercial Section of the Chilean Foreign Office. These will be loaned to interested persons applying to the Bureau of Foreign and Domestic Commerce or its branch offices.

MARKET FOR AMERICAN RICE IN PARAGUAY.

[Consul Samuel Hamilton Wiley, Asuncion, May 26.]

As importation from Germany is at present impossible, there is an excellent opportunity for the introduction of rice from the United States. This is one of the staple articles of food in Paraguay for all classes. A certain amount of rice is produced in the country, but the domestic production falls far short of the consumption. The crop for the present year in Paraguay is estimated at 40,000 bushels. It will mature during May, June, July, and August.

The value of importations of rice during 1914 was \$92,676. Of this total Germany furnished \$74,816.

Imported Direct from Foreign Markets.

Rice is imported direct from foreign markets, and is bought through commission houses in Buenos Aires or through commission agents in Asuncion.

The Banco Agricola, a Government institution in Asuncion, buys rice in quantity and sells it at cost price for the purpose of decreasing the expense of living among the poorer people. As the domestic crop is so far short of the demand, it is probable that this institution will import a considerable quantity of rice.

Prevailing Prices and Terms.

The present market price of rice (refined) is approximately 14.5 cents per pound. The rice of domestic production, unrefined, will bring, it is estimated, 4 cents per pound.

Credit term given by European houses to importers of rice here were from three to six months after acceptance of draft. It is probable that, under the present circumstances, terms of cash against shipping papers in Buenos Aires or Montevideo would be acceptable.

A commission agent recently tried to interest importers here in American rice. He succeeded in getting several considerable orders, which were canceled when importers learned that exporting house demanded cash with order. Importers say they must have an opportunity to examine rice before paying for it.

Customs duties on rice levied on the gross weight are: Bremen or Indian rice, 62 per cent ad valorem on a valuation of 3.06 cents United States currency per pound; Japan and other fine grades, 62 per cent ad valorem on a valuation of 3.95 cents per pound; unhulled rice, 42 per cent ad valorem on a valuation of 0.91 cent per pound.

[Lists of importers of rice and commission agents in Asuncion, Paraguay, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

RIGHTS OF SPANISH CHAMBERS OF COMMERCE.

[Consul Robertson Honey, Madrid, June 16.]

The Madrid Chamber of Commerce, through its Official Bulletin, calls attention to the fact that the chambers of commerce of Spain are official organizations which hold direct relations with the heads of Government. They are advisory boards acting in conjunction with the Administration and are heard as a matter of right on proposed changes in commercial treaties, changes in import duties, appraisals, customs ordinances, and, in general, they are to be heard on all matters of a public nature which affect the interests of their members.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Drugs, No. 17500.—A business man in Italy has requested an American consular officer to supply the names and addresses of American exporters of quinine, cocaine, asperin, etc. The inquirer desires to act as an agent, or is willing to buy outright. References are given. Correspondence should be conducted in Italian or French.

Box shoos, No. 17501.—An American consular officer in an insular possession reports that box shoos for packing tomatoes, bananas, and potatoes are becoming increasingly difficult to secure, and that dealers are asking for the names and addresses of American manufacturers of box shoos. The consular officer supplies the names and addresses of a number of firms to which prices, etc., should be sent at once.

Fireless cookers, No. 17502.—A company in England writes an American consular officer that it wishes to correspond with American manufacturers of fireless cookers. It is stated that the cookers are practically unknown in that district.

Chemicals for paper making and calico prints, No. 17503.—An American consular officer in Portugal reports that a firm in his district wishes to buy chemicals for paper making and also for calico prints. Correspondence may be in English.

Silver and gold plated ware, No. 17504.—A merchant in Italy has requested an American consular officer to put him in touch with American manufacturers and dealers in silverware of all kinds, silver-plated ware, gold-plated ware, etc., such as table cutlery, toilet articles, cigarette cases, writing desk novelties, cheap jewelry, chains, buttons, etc. He desires to act as an agent. Correspondence should be in Italian or French.

General representation, No. 17505.—An American consular officer in an insular possession writes that a man, who is at present connected with a large well-known business firm, desires to represent general commission houses.

Drugs, paints, etc., No. 17506.—A business man in Italy informs an American consular officer that he desires to communicate with American manufacturers and dealers in drugs, paints, dyestuffs, etc., with the idea of securing an agency for these lines. References are given. Correspondence should be in Italian.

Sawdust for packing, No. 17507.—An American consular officer in an insular possession writes that sawdust in large quantities is needed in his district for packing fruits and vegetables. Correspondence may be in English.

Oils, metals, greases, grain, etc., No. 17508.—An American consular officer in Sweden reports that a firm in his district desires to establish commercial relations with American exporters of oils, metals, tallow, greases, technical products, grains, and seeds.

Varnishes, pharmaceutical products, etc., No. 17509.—A salesman in Spain informs an American consular officer that he is seeking connections, on a commission basis, with American manufacturers of colors, dyes, varnishes, chemicals, and pharmaceutical products, office supplies, ferroprussiate paper, hardware, and tools. Correspondence should be in Spanish.

Wool, No. 17510.—A chamber of commerce in Italy informs an American consular officer that it desires to receive quotations f. o. b. New York and c. i. f. Genoa on carded wool. Correspondence may be in English.

Paper bags, No. 17511.—An American consular officer in Canada transmits the name and address of a man in his district who contemplates establishing a plant for the manufacture of a new pastry flour. He desires to be placed in communication with American manufacturers and exporters on the Pacific coast of round paper bags, 3 and 6 pound sizes. Samples and full information should be sent at once.

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SHIPMENT OF COTTON TO NETHERLANDS.

[Cablegram from American Ambassador, The Hague, received July 7, 1915.]

The Netherlands Oversea Trust will in general issue licenses to import cotton upon receipt of application accompanied by a bank guaranty that the cotton will be spun in Holland, and the licensee may then notify the Holland-America Line to accept the consignment. The Oversea Trust, however, reserves the right to refuse licenses to applicants who are considered to be accumulating too much stock or who for other reasons may lack the confidence of that organization.

BRITISH EMBARGO ON JUTE BAGS.

[Cablegram from American Consul General, London, received July 9, 1915.]

A recent proclamation adds jute bags to the list of articles the exportation of which to all destinations is prohibited. [Under former embargo provisions the exportation of jute bags to destinations outside of Europe and the countries bordering on the Mediterranean and Black Seas was permitted.]

CONTINUANCE OF PRESENT AUSTRALIAN TARIFF.

[Cablegram from Commercial Attaché William C. Downs, Melbourne, July 13, 1915.]

According to an official statement, the present Australian customs tariff will be continued in force without modification for six months from date. [The tariff at present in force in Australia was provisionally put into effect Dec. 3, 1914, and provided for increased duties on a large number of articles.]

EXPOSITION IN PANAMA AGAIN POSTPONED.

[Consul General Alban G. Snyder, Panama City, July 2.]

The opening of the National Exposition of Panama has been postponed again, this time until November 3, 1915. [For descriptive accounts of the Exposition in the Republic of Panama see **COMMERCE REPORTS** for May 1, 18, June 29, 1914.]

PURCHASES OF SUPPLIES BY TRANSVAAL MINES.

[Consul Edwin N. Gunsaulus, Johannesburg, Union of South Africa, May 27.]

Of the total expended by the mines of the Transvaal in 1914, for stores of all descriptions, amounting to \$53,069,190, all but \$3,336,963 was paid out by the gold mines.

The great bulk of these purchases had been negotiated through local merchants and agents representing foreign manufacturers and exporters. For this purpose an organization known as the Commercial Exchange, centrally located in Johannesburg, is a ready and valuable instrument. Here practically all the needs of the mines are posted by their respective buying departments, and the importers and manufacturers' agents are thus able to ascertain the wants of the mines in the easiest way possible and to keep in touch with their requirements from day to day.

Not all of the purchases are made in this way, for there is, in addition, a certain amount of canvassing done by nearly all of the big supply houses, the soliciting of orders extending to all parts of the gold-mining area and to other mining industries as well. Besides, a considerable number of direct importations are made by the buying departments, although the volume of orders so placed is relatively small. According to statistics, less than \$2,000,000 worth of mining supplies was imported during the year 1914 without the aid of local merchants or middlemen.

Chamber of Mines Takes Over Cyanide Purchases.

The principal item directly dealt with by the mines during this period was that of cyanide for gold extraction, the purchase of this article having been taken over by the Chamber of Mines directly after the outbreak of the European war, when the main source of supply—Germany—was suddenly and entirely eliminated. These means were adopted in order that there might be no unnecessary risks taken in insuring an adequate supply of this article, so indispensable for gold-mining purposes.

Other direct imports included zinc and zinc disks, trucks and spares, machinery and machine tools, mercury, boilers, electrical machinery and fittings, belting, and numerous other articles, though the principal purchases of all except cyanide were made in the ordinary way.

In the matter of mining and electrical machinery, rock drills and spares, timber, lubricating oils, machine tools, belting, and scores of other lines, American manufacturers have been and are now well to the front in supplying the mining industry, both in the Transvaal and Rhodesia.

Chief Demand from Witwatersrand—Values of Various Stores.

Chief among the enterprises furnishing a market for mining stores are the gold mines of the Witwatersrand.

The coal requirements for the gold mines alone amounted in value to \$4,647,923, and for other mines, \$245,402. Chemicals and assay requisites totaled \$763,271, chiefly for the gold mines; electrical machinery, \$1,702,511. Electric power and light cost, \$4,735,065. Blasting gelatine amounted to \$3,978,285; gelignite and gelatine, \$2,536,721; other explosives, \$1,237,530. Other leading items were: Bar

and angle iron, \$260,942; white lime, \$572,495; oils, \$487,506; greases and tallows, \$317,432; machinery and machinery tools, \$2,678,847; pipes and pipe fittings, \$1,489,723; wire rope, \$590,671; sheet steel, \$428,233; other steel, \$1,046,348; timber, \$3,055,126; zinc and zinc disks, \$700,488.

GREAT SCARCITY OF THYMOL.

According to the Indian Trade Journal there is apparently no great effort being made to meet the demand for thymol that has become so insistent since the German supply was cut off by the war. This opinion is based on the fact that whereas formerly large quantities of ajowan seed (*Carum copticum*) were shipped from India to Germany for the manufacture of thymol, now the shipments are of practically no importance.

In June, 1914, 2,032 hundredweights of 112 pounds of ajowan seed were exported from India, and of this total Germany took about 2,000 hundredweights. These figures may be considered to be about the normal monthly average. In April, 1915, the total exports were only 44 hundredweights. The shortage of the drug is well illustrated by the phenomenal increase in price that has taken place since the war started. The normal price in London in average seasons was about \$1.25 a pound, but within a month after the outbreak of hostilities it had jumped to nearly \$10. This high mark was not maintained after the excitement of the first weeks of the war had subsided, and at the end of April the drug was quoted at \$5 to \$6 a pound on the London market. Recently, however, there has been another decided rise, the price in New York being quoted at the remarkable figure of \$12 on July 12, a gain of over \$3 in a single week.

Thymol is a powerful antiseptic and is widely used in medicine and pharmacy. There is said to be no particular difficulty in the manufacture of the drug and it is known to have been manufactured in other countries than Germany before the war started. The United States imported something over 19,000 pounds during the fiscal year ended June 30, 1914, principally from Germany, but evidently not all of this was manufactured from the Indian ajowan seed referred to in the Indian Trade Journal. The total production from such seed would not much exceed 25,000 pounds a year in normal times.

JAMAICA CORN GROWERS SEEK LOCAL MARKET.

[Consul J. C. Monaghan, Kingston, June 21.]

An effort is being made to get the Public Works Department of Jamaica to use native corn, but without much success up to the present. Correspondence between the Agricultural Society and the Hon. J. H. W. Park shows the obstacles to this plan that have been met. A letter to Mr. John Barclay, Secretary of the Agricultural Society, states that contracts have been entered into several times for native corn, but that endless trouble has been experienced in maintaining a regular supply of good quality, resulting usually in the contractors' request to be relieved of their contracts after a few months.

Practically all the corn now used is American. The present requirements of the department are approximately 850 bags, or 1,670 bushels, per month.

MUNICIPAL RENTING AGENCY IN ITALIAN CITY.

[Consul John H. Grout, Milan, Italy, June 11.]

The city of Milan has undertaken a municipal renting agency, principally in order to supervise, to a certain extent, hygienic living conditions among those occupying large workingmen's apartments or homes. First-class apartments and homes are also taken for rent by this municipal agency, which does not confine itself solely to the needs of the laboring classes.

The idea was first proposed by Dr. Pietro Ferrari at a tuberculosis congress in Milan, and a movement to establish such a renting agency, which had for its chief purpose the investigation of the hygienic conditions and locations of apartments and homes, was launched by the city authorities of Milan, taking as its guides the municipal renting agencies of Paris and Stuttgart.

Make Report on Cleanliness and Location.

Should an owner care to place his property in the hands of the municipal renting agency, the property is first inspected by the proper city officials, and a report is made as to its cleanliness and location. It is then entered upon the bulletin called "The Home," issued free by the office and illustrated by maps of the city of Milan, showing the exact locations of the various vacant apartments.

Furnished rooms are not dealt with. No charges for services are made by the office, and the work has been taken up exclusively to benefit those who seek apartments or houses for rent. The bulletin, "The Home," is reedited and reissued whenever necessity demands it.

In Milan there are very few "real estate agents," as known in America. All details of renting an apartment are usually taken care of by the "portinajo," or porter, who represents the owner of the building and who is installed on the premises. Rents are payable every six months in advance, and notice to leave an apartment is usually given six months in advance.

City Conducts Cleaning-Up Campaign.

This city is now in the midst of a cleaning-up campaign, especially in the outskirts, where the scavenger carts dump their refuse and where many old and dilapidated wooden shacks, inhabited by ragpickers and refuse gatherers, have been cleared away. Large workers' homes are in the course of construction.

Much money is being spent upon street improvements. In 1914 Milan spent about \$350,000, which is greater than the expenditures for previous years. Large and modern sewerage plants are being installed, connected with the great canal which traverses the old city of Milan and which was designed by Leonardo da Vinci. There are now about 175 miles of sewerage drains in Milan.

From figures taken at the end of March, 1915, and compared with figures quoted in March, 1914, a general advance of about 8 per cent is shown in the cost of living. Bread, in March, 1915, cost over 17 per cent more than during the same month one year ago. Meat has increased over 13 per cent, while milk has been reduced in cost about 7 per cent.

Many Families Aided by City Authorities.

At the beginning of the European war the municipal authorities undertook to furnish food (and pay rent where necessary) to fami-

lies whose heads or workers were deprived of employment. Out of a total of about 10,000 families asking for help, more than 7,000 were aided, or more than 72 per cent of all those who requested assistance. The city established soup kitchens in various localities, and thousands of families were fed once a day with a plentiful supply of soup and bread. The city also distributed, among such families living too far away from the distributing centers, books containing free tickets for food, which were honored by butchers and bakers in their respective districts. Of the workers in Milan, out of employment, who were helped in this way, 25 per cent were skilled mechanics and about 6 per cent were clerks.

Much charitable work also was done by the city authorities in helping Italian families who had settled in belligerent countries and who were forced to return to Italy after the breaking out of hostilities. Of a total of 1,800 such families who applied for help, more than 70 per cent were assisted.

CRISIS IN SPANISH WINE EXPORT.

[Consul General Carl Bailey Hurst, Barcelona, June 12.]

While Spain's exports during the first three months of 1915 show as a whole an increase in comparison with those of the corresponding period of recent preceding years, a marked decrease is noticeable in the shipments abroad of wines. The falling off in orders for Spanish table and dessert wines is not only due to the war, which has brought about a restricted consumption of alcoholic beverages in several belligerent countries, but to smaller sales to South America, variously accounted for by less frequent purchases of luxuries, higher freights, stocks on hand, and increased trans-Atlantic wine production.

The following comparative table indicates the parts of the world to which Spanish wines have been exported during the first quarter of the years 1914 and 1915, and the values of the shipments:

Destination.	1914		1915	
	Pesetas.	Dollars.	Pesetas.	Dollars.
France.....	14, 100, 375	2, 538, 068	2, 604, 275	468, 770
England.....	234, 424	42, 196	195, 950	35, 271
Europe and Africa.....	2, 721, 126	489, 803	3, 040, 350	547, 263
Cuba and Porto Rico.....	962, 075	173, 173	797, 325	143, 518
Remainder of America.....	1, 236, 350	222, 543	435, 075	78, 313
Asia and Oceania.....	46, 851	8, 433	35, 500	6, 390
Total.....	19, 301, 200	3, 474, 216	7, 108, 475	1, 279, 525

Those interested in Spanish viniculture call attention to the fact that the decrease in the export of wines is a menace to one source of national wealth and should sales continue to lessen the whole wine-growing industry of Spain will be seriously affected.

Water-meter installation is planned by the Honolulu municipal waterworks; a resolution appropriating \$8,500 therefor is before the city board.

VARIATIONS IN FOREIGN TRADE OF SWATOW, CHINA.

[Consul George C. Hanson, Swatow, May 17.]

Import and export figures for Swatow, during the first three months of 1915, when compared with the corresponding periods in 1914 and 1913, show variations, some of which are due to commercial changes brought about by the European war.

Generally speaking, the trade of Swatow shows a recovery from the effects of the outbreak of the war. There is still a scarcity of tonnage, and attempts are being made to remedy the situation caused by the impossibility of dealers securing goods such as dyestuffs and metals that formerly came from Germany, and by the high prices due to the demand created elsewhere for Hongkong sugar, American flour, and other foreign goods usually imported into Swatow. Dyestuffs are especially needed.

Japanese and Indian Yarns Competitors.

In cotton goods, Indian yarn gained a little, in comparison with the first three months of 1914, but is beginning to find a strong competitor in Japanese yarn. The latter is cheaper, smoother, and easier to unravel than the Indian article. It is used for making socks and weaving cloth. To show the strides the Japanese have made in this regard, it is only necessary to quote the import figures for the first quarter of each of the last three years. In 1913, 138,533 pounds; in 1914, 429,200 pounds, and in 1915, 1,358,133 pounds were imported.

It is to be remembered that part of the 1915 quarter's increase in these goods was due to overspeculation on the part of Chinese merchants, who believed that the war would curtail supplies from India. Chinese cotton goods, especially nankeens, show substantial increases.

Chinese dealers report that the prices of cotton goods have not risen since the general rise of prices, which took place immediately after the war started. Shirtings, gray and white, have even dropped by 14 to 23 cents per piece. The present price of 8-pound gray shirtings, 39 yards to the piece, is \$1.81, United States currency; of 8½-pound gray shirting, \$2.03; and of white shirtings, \$3.79 and \$3.15.

In comparison with last year's first quarter English plain gray shirtings show a gain of 10,000 pieces. Plain white shirtings remain about the same. English T cloths increased by 700 pieces, while the Japanese article jumped from no imports to 1,081 pieces. Plain fast-black italians fell off badly. Turkey-red cambrics and shirtings declined, while cotton flannels increased. Japanese cotton cloth fell from 120,050 yards to 44,456 yards. Cotton lastings and sheetings, handkerchiefs, and towels all increased.

Increase in Coatings, Suitings, and Berlin Wool.

In woolen goods blankets and rugs decreased, while coatings and suitings increased. Berlin wool shows a substantial increase.

Imports of metals, with the exception of lead and tinned plates, declined heavily. Lead is used locally in the manufacture of pewter ware and for weights on the bottoms of fish nets.

Tinned plate, which shows a large increase, is imported principally by the two leading oil companies, for the manufacture of kerosene-

oil containers. A little is used by two local canning factories. On account of the war, prices of tinned plate have practically doubled and are now \$5.34 and \$4.22 United States currency per 100 sheets.

Sugar Cultivated at Expense of Rice.

Although rice growing is one of the principal industries of the natives of this district, there is not enough of the cereal grown to satisfy local demands. The present price of North China rice is \$1.65, United States currency, per 100 pounds; of Siam rice, \$1.52; and of local rice, \$1.48. Sugar growing is another important local industry, and since the war in Europe has resulted in increasing the price of sugar, local farmers are cultivating sugar cane at the expense of rice cultivation. Consequently increasing quantities of rice are necessarily imported.

Imports of foreign flour, mostly American, which amounted to 1,134,467 pounds in the 1914 first quarter, amounted to only 12,533 pounds in the corresponding quarter for 1915. This enormous decrease is due to the higher prices, on account of the war, obtainable at other places. Shanghai flour was imported in its place.

Temporary Changes in Dyestuff Trade—Japanese Oil.

Imports of cement and coal fell off, as did imports of aniline and indigo dyestuffs. As these dyestuffs were of German manufacture, the war has stopped their import into Swatow. No substitute has been found so far for aniline dyes, and the colored-paper industry is badly affected. There is still a little left over from the stock on hand when the war broke out.

Synthetic indigo can compete locally only in price with natural indigo, which is largely produced in this district. As synthetic indigo and, in fact, all dyestuffs have trebled in price, natural indigo has come into favor again.

An interesting feature is the appearance of 24,750 gallons of Japanese oil on this market. It is reported that this oil is imported via Formosa and is 8 cents per case cheaper than other kerosene. Its quality is poor, and Chinese dealers mix it with higher grade oils and pass off the adulterated article on the consumer as oil of higher grade.

[Lists of the importing and exporting houses at Swatow may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

ELECTRICAL DEVICES FOR INDIA.

The development of electricity has made considerable progress in British India, and American manufacturers of electric power equipment and the many devices which use such power will find a growing market there. For their benefit the new Handbook on India, just off the press, includes complete information about electricity in India—the electric plants, and the voltage, cycles, unit price, etc., of the current furnished. The book also includes chapters on the opening for the sale of electrical devices. This 640-page volume, with map, may be had for \$1 from the Superintendent of Documents, Washington, D. C.

IRON AND TIN IN SAN LUIS POTOSI, MEXICO.

[Consul Wilbert L. Bonney, San Luis Potosi, June 25.]

The difficulties and expense of importing into San Luis Potosi have resulted in several adaptations and shifts to meet the lack of supplies and materials. One of the promising experiments prompted by necessity is the attempt of a local foundry to smelt iron from native ore. The shortage of pig iron has been met to some extent by using railroad scrap iron, but this supply is also short, and prices have been increased and quoted in gold.

As an experiment the foundry tried smelting ore which has been a waste product from Barreno Mine, located about 10 miles from the city of San Luis Potosi. The experiment was partially successful, and with a larger furnace it is believed the product will be a good quality of pig iron. The ore is found to contain 55 to 62 per cent of iron and considerable arsenic. The foundry is installing a furnace capable of turning out daily 4 tons of pig iron. If found practicable, the foundry will take all the iron ore from Barreno, which has heretofore been wasted, while other iron deposits in the San Luis Potosi district, which have been entirely neglected, will receive attention. The vein in Barreno is about 5 feet wide at a depth of 200 feet and covered with a cap of rhyolite.

The search for and the exploitation of precious metals in the San Luis Potosi district have engrossed attention to such an extent that the less valuable metals have been overlooked. At a time when it was believed all the richest gold and silver mines had been uncovered, the cyaniding process was introduced and served to renew interest in the precious metals and led to further neglect of baser metals. As a result there has been no exploitation of iron and tin and only a small working of zinc.

Tin has long been known by surface indications in the San Luis Potosi district. It has never been exploited and there is not a tin mine in the district. Very close to the capital city it appears on the surface and is smelted by blacksmith methods for local use. In small quantities the product is used for solder and has been shipped to Mexico City in small lots for making solder. It is said that tin is found on the surface in connection with quicksilver deposits and old quicksilver workings. The quantity of tin has never been disclosed nor even estimated and it is possible that there is no great depth. With any revival of the mining industry it is certain that iron and tin will receive more attention and it is also probable that bismuth and arsenic will be considered worth the time of the prospector.

FEW KID GLOVES WORN IN COSTA RICA.

In forwarding the name of the principal importer of kid gloves at Port Limon, Costa Rica, Consul C. Donaldson says: "Owing to the hot, moist climate at this port and throughout the surrounding district, kid gloves are worn very little by either sex, the total annual importation averaging scarce \$1,500, 75 per cent of which comes from the United States and 15 per cent from France." The address referred to may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices.

POST BELLUM CONDITIONS IN SOUTH AFRICA.

[Consul General George H. Murphy, Cape Town, June 2.]

At the annual meeting of the stockholders of the National Bank of South Africa, which took place in Pretoria on May 28, the chairman, Hon. Hugh Crawford, expressed the opinion that after the war the world will resemble a firm restarting business after having lost a considerable part of its capital. At first possibly an artificial activity will be imparted to trade, because of the necessity for repairing the ravages of war, but after this process has been completed it seems likely that a period of general depression will ensue, which will continue for a few years until capital has been replenished.

This economic stagnation may not extend alike to all quarters of the globe, because in certain countries the effects of the upheaval must necessarily be less manifest and far-reaching than in others. Looking at the matter from the bank's point of view, Mr. Crawford said that he did not expect to see any great depression in South Africa, because the gold mines are prospering. Though it can not be denied that in course of time these mines will become a wasting asset, it will be many years before the industry perceptibly wanes, as there is a prospect of new fields being opened up. Moreover, other industries are being developed, and South Africa will soon become a material factor in the production of foodstuffs for exportation.

Should hostilities long continue, it is conceivable that there may be a plethora of money, owing to the partial cessation of commercial enterprise; but with the restoration of peace it seems reasonable to expect a scarcity of capital which will compel borrowers to pay more for their requirements than heretofore. Although during the coming year the progress of South Africa may be retarded with its rich natural resources it can complacently face the future and the approaching interval of depression.

Commenting upon Mr. Crawford's optimistic forecast, the Cape Argus on May 29 said:

He bases his opinion on the fact that the gold mines are prosperous, that new fields will be opened up, and that the country will become a material factor in the production of foodstuffs. Everyone hopes that this forecast will be fulfilled, but it will not do to take it for granted that this country will be exempt from a depression which must follow the close of the war.

The depletion of capital is bound to affect South Africa, as well as other countries, and without capital it will be impossible to develop the resources of the country to any great extent. A great deal depends upon the labor position, which no one can predict with any pretension to accuracy. It is improbable that there will be any great immigration for some time after the war, and South Africa will be fortunate if it can provide employment for its own men who will be returning to civil occupations. On the other hand, there is the prospect of a considerable amount of development work in the newly acquired territory, which may benefit the Union. Moreover, it is quite true that South Africa can play an important part in the production of the world's food, if it is wise enough to take advantage of the opportunity. The duration of the war is the most uncertain factor. The longer it continues the worse must be the subsequent conditions. Hence any forecast must be conjectural. This should not, however, prevent business men and producers from taking thought for the morrow or from preparing for conditions which may reasonably be expected.

"Mica bran" is now manufactured by Nebraska and Texas factories for concrete facing work to produce rock effects.

INDIA'S TRADE IN MARCH AND APRIL.

[Consul James Oliver Laing, Karachi, India, May 12.]

Both the import and the export trade of India declined in March last as compared with March, 1914, the combined trade (exclusive of treasure) being valued at \$75,911,736, against a corresponding total of \$126,355,596 for the preceding year. However, the falling off was not quite so great when contrasted with the total (\$115,916,362) for March, 1913. Summarized, the import and export movement of both merchandise and treasure during March of the last three years was:

Month.	Merchandise.			Treasure.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
March, 1915.....	\$30,317,260	\$45,594,476	\$75,911,736	\$6,098,657	\$203,270	\$6,301,927
March, 1914.....	50,165,527	76,190,069	126,355,596	13,280,100	1,432,630	14,662,730
March, 1913.....	45,620,796	70,295,566	115,916,362	12,672,892	1,187,653	13,860,545

Chief Gains and Losses.

Compared with March, 1914, imports in March last increased in only eight items of any importance: Molasses, \$186,739; salt, \$50,944; precious stones and pearls, unset, \$57,222; chemicals, \$88,381; silk piece goods, \$74,564; cement, \$48,442; matches, \$255,972; and horses, \$186,767. In the same period the following decreases were noted: Coal, \$181,505; kerosene, \$831,617; other mineral oils, \$220,189; raw silk, \$169,499; hardware, \$608,413; glass and glassware, \$257,010; textile machinery, \$604,106; bars and channel steel, \$683,094; cast-iron or steel pipes and fittings, \$208,163; iron or steel sheets and plates, \$2,042,439; wrought copper, \$696,523; railway coaches and freight cars, \$826,367; locomotives, etc., \$384,489; railway materials for construction, \$374,288; cotton piece goods—gray \$1,509,493, white \$2,438,685, and colored \$2,892,733.

In exports increases were recorded in: Bran and pollards, \$88,508; pulse, \$118,110; wheat, \$137,261; paraffin wax, \$127,036; pepper, \$119,537; black tea, \$902,303; coconut oil, \$159,816; raw rubber, \$91,748; raw hemp, \$249,532; raw wool, \$293,166; gunny bags, \$654,199; opium, \$50,600; saltpeter, \$80,216; tanned hides, \$518,526; and indigo, \$83,438. In the same period decreases occurred in shipments of: Manganese ore, \$240,556; gunny cloth, \$657,668; jawar and bajra, \$347,704; gram, \$120,794; wheat flour, \$220,355; rice—in the husk \$149,300, husked \$9,967,406; tanned skins, \$166,152; raw hides, \$1,511,594; coffee, \$573,615; cotton—raw \$7,985,652, twist \$1,660,417, piece goods \$109,723; raw jute, \$2,321,311; lac, \$380,624; bones (manures), \$131,689; seeds—copra or coconut kernel \$458,759; castor \$115,927, cotton \$674,348, groundnuts \$1,958,620, linseed \$409,485, rape \$1,114,960, sesame \$892,749; raw skins, \$268,678; oilcakes, \$145,118; and myrobalans, \$128,508.

[Vice Consul John Stuart Hunt, Calcutta, May 20.]

Insufficient Tonnage Restricts Indian Commerce.

If one add to the shortage of vessels occasioned by commandeering and other withdrawals the congestion that is at present a striking feature of the working of sundry British ports, the inability of India to obtain the tonnage needed to satisfy trading requirements

calls for little further explanation. In this connection the following table may be of interest:

Entered and cleared with cargo.	Steamers.		Sailing vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
ENTERED.						
March, 1915.....	193	410,300	117	12,196	310	422,505
February, 1915.....	151	303,084	65	5,006	216	308,090
March, 1914.....	234	640,647	58	4,431	292	645,128
CLEARED.						
March, 1915.....	230	488,269	203	18,662	433	506,931
February, 1915.....	204	441,899	128	10,966	332	452,865
March, 1914.....	307	844,841	172	14,821	479	859,762

It is probable that the abnormal fluctuation in supply and demand exercised a dominant influence in bringing about certain trade decreases, and the transport factor was secondary. No doubt, in calculating the significance of decreased supplies of tonnage, allowance must be made for diminished demand.

[Consul Maxwell K. Moorhead, Rangoon, May 29.]

Imports at Rangoon During Nine Months of War.

During the first nine months of the war (Aug. 1, 1914, to Apr. 30, 1915), the value of the merchandise imported into Rangoon by sea from all countries except India was \$21,158,590, as compared with \$38,933,350 during the like period of the preceding year. The values of principal articles imported were:

Articles.	Nine months ended Apr. 30—		Articles.	Nine months ended Apr. 30—	
	1914	1915		1914	1915
Coal.....	\$186,210	\$107,230	Salt.....	\$320,060	\$342,420
Cotton, manufactures of:			Silk, and manufactures of:		
Piece goods.....	9,148,040	4,035,080	Raw.....	692,900	199,320
Twist and yarn.....	695,820	362,380	Piece goods.....	1,692,750	583,040
Earthen and china ware..	468,220	95,610	Spices (betel nuts).....	97,880	152,780
Fruits and vegetables (except canned or bottled).	(a)	138,420	Spirits, wines, and malt liquors:		
Fish, including canned fish.....	(a)	305,490	Ale, porter, stout, beer..	599,780	233,540
Glass and glassware.....	286,530	68,820	Spirits.....	561,140	292,010
Haberdashery and millinery.....	(b)	267,340	Wines.....	66,510	37,030
Iron and steel, manufactures of:			Other sorts.....	1,470	76,080
Hardware (excluding cutlery and electro-plated ware).....	(c)	526,090	Sugar.....	1,746,830	1,247,410
Machinery.....	1,130,100	1,046,380	Tobacco.....	517,110	237,180
All other sorts.....	3,012,770	2,183,980	Umbrellas, parasols, sun-shades.....	182,800	104,370
Leather, and manufactures of.....	137,870	52,540	Wearing apparel, n. e. s.....	1,051,290	72,640
Oils.....	222,560	274,770	Wool, manufactures of:		
Provisions and oilman stores.....	2,868,570	1,219,380	Piece goods.....	964,750	467,110
			Shawls.....	229,440	15,910
			All other articles.....	12,051,960	6,274,290
			Total.....	38,933,350	21,158,590

* Included in "Provisions."
 † Included in "All other articles."

* Included in "Iron and steel manufactures."

[Consul General James A. Smith, Calcutta, May 27.]

Sea-Borne Trade for April.

The fiscal year in India ends on March 31, and the figures given below are therefore for the first month of the new fiscal year. The shortage of available bottoms is in a measure responsible for the

decline in the trade, and it is to be hoped that an increased amount of tonnage will be available later on, when an improvement may be looked for.

The total value of imports into British India during April, 1915, was \$30,074,970. This represents a decrease of \$17,032,750 from the corresponding month of the preceding year. The value of exports, excluding reexports, was \$39,645,753, a falling off of \$25,571,090 compared with April, 1914. Reexports totaled \$713,754, a decline of \$551,536 from the value of similar shipments of April, 1914.

As compared with the corresponding month of the previous year, imports of treasure in April, 1915, decreased by \$6,975,317 to \$3,860,756, and exports of treasure declined by \$908,413 to \$162,216.

RECENT AMERICAN TRADE STATISTICS.

The following were the imports, duties collected, and exports for the week ending July 10 (five business days), 1915, at 13 principal customs districts of the United States:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$4,768	\$83	\$318,935
Massachusetts (Boston).....	2,755,761	224,566	2,123,755
New York.....	13,118,906	1,874,787	19,609,844
Philadelphia.....	1,046,644	259,296	1,986,243
Maryland (Baltimore).....	400,926	21,109	1,899,431
Virginia (Norfolk).....	455,316	7,272	3,794,650
New Orleans.....	1,340,584	70,177	2,226,027
Galveston.....	258,035	54,975	1,200,790
San Francisco.....	1,653,246	72,924	2,002,705
Washington (Seattle).....	893,374	26,534	1,344,681
Buffalo.....	420,553	14,988	1,074,361
Chicago.....	272,234	86,161	68,211
Michigan (Detroit).....	446,585	21,244	3,151,447
Total.....	23,120,932	2,734,116	40,801,146

The above figures show a favorable balance on merchandise transactions for the week ended July 10, in the 13 customs districts, of \$17,674,214. The 13 districts cited handled about 90 per cent of the import and export business of the country, based on the transactions in May, 1915.

Cotton exported during the week ended July 10 amounted to 38,072 bales, making the total since August 1, 1914, approximately 8,350,593 bales.

The value of the imports, duties collected, and exports at the principal customs districts of the United States, by weeks, for the period ended July 10 follows:

Week ended—	Imports.	Duties collected.	Exports.	Excess of exports.
June 5.....	\$27,017,651	\$3,253,010	\$44,213,871	\$17,196,220
June 12.....	32,621,619	3,533,676	46,877,826	14,256,207
June 19.....	30,062,279	4,373,351	49,177,367	19,115,088
June 26.....	31,894,639	3,591,533	40,944,204	9,049,565
July 3.....	29,896,465	3,169,069	50,442,243	20,545,778
July 10.....	23,126,932	2,734,116	40,801,146	17,674,214

NET WEIGHT FOOD PACKAGE DECISION.

The United States Department of Agriculture has decided to extend until January 1, 1916, the privilege of using labels and cartons printed prior to May 11, 1914, which do not state the quantity of the contents of packages of food in terms of the largest unit as Food Inspection Decision No. 154 holds that they should, providing the quantity of the contents is otherwise plainly and correctly indicated. For example, it is not proper, under Food Inspection Decision No. 154, to mark a package "Contents 26 fluid ounces"; the package should be marked "One and five-eighths pints" or "One pint 10 fluid ounces." The purpose of this decision is to compel quantities to be stated in the form most readily intelligible to most persons. In order to avoid the waste of a large number of labels and cartons, however, which had been printed before this decision was issued, the department agreed some time ago to permit the use of such labels and cartons which, although they did not comply with the regulations in this respect were otherwise satisfactory, had been printed prior to May 11, 1914, and indicated an honest attempt to comply with the provisions of the law. The present decision extends the time to which these labels may be used from June 1, 1915, to January 1, 1916, the additional time being granted to enable manufacturers and dealers in food products to dispose of their stocks of labels and to avoid the loss which the immediate enforcement of the regulations in this respect would cause. Until January 1, 1916, therefore, the department will not recommend proceedings solely upon the charge that the statement of quantity of contents on the package, if otherwise satisfactory, is not in terms of the largest unit in the package.

PROPOSED CHINESE STEAMSHIP LINE.

[Honolulu Star-Bulletin, June 28.]

At least five modern steamers, equipped for passenger and cargo traffic, constructed along lines similar to the vessels now operated in the trans-Pacific service by the Nippon Yusen Kaisha, designed to follow the semitropical route and make regular calls at Honolulu both outward and homeward, are assured and will go into commission within a year, says Fung Sui, the representative of a company of Chinese capitalists, who is on his way to the United States to close negotiations and place contracts for material leading to the early completion of the fleet of steamers.

That the Chinese Republic has guaranteed a generous subsidy to the company now ready to operate freight and passenger carriers, was admitted by the Chinese to-day. Much of the capital was subscribed in south and central China. The vessels will make Shanghai a terminal port. The route may be extended to include a visit to Hongkong and possibly to Manila. They are expected to fly the Chinese flag and will, with but few exceptions, carry an entire complement of Chinese as officers and crew.

Two steamers are expected to enter the trade within a short time. It is possible that they may be purchased on the east coast in order to hasten the development of business which is believed to give promise of great expansion.

NEW CANADIAN WHALING COMPANY.

[Consul Robert Brent Mosher, Victoria, British Columbia, June 26.]

On April 29 the Canadian North Pacific Fisheries (Ltd.), of Victoria, closed its doors [see COMMERCE REPORTS for May 22, 1915], and shortly thereafter the Victoria Whaling Co., headed by C. Rogers Brown, was organized to purchase the assets of the defunct concern. On June 25 these assets were disposed of to the Victoria Whaling Co. in the supreme court in this city, and the new company intends to start operations at once.

Considerable activity already prevails on the whaling company's premises in Victoria, where its fleet is being gotten ready for service. The whalers *Black* and *Green* are on the ways of the Victoria Machinery Depot to be put in first-class condition, and they are to be dispatched on June 28 to the whaling grounds. The *Blue* and *William Grant* are receiving the same attention, and will be dispatched a few days later. The *Brown* and *White* will likewise leave the latter part of next week. Should the reports of these six vessels be favorable, the remaining whalers in Victoria will be fitted out and dispatched as soon as possible.

At present only the stations at Kyuquot and Naden Harbor will be operated, but it is expected that the stations at Sechart and Rose Harbor will be operating before the close of the season. Large numbers of whales have been reported off the coast, and the season, although a short one, should prove profitable.

USURPATION OF TRADE-MARK IN ARGENTINA.

A striking instance of trade-mark misappropriation in Argentina has just been brought to the attention of this Bureau and is cited here for the benefit of American manufacturers who may have neglected to obtain the registration of their trade-marks in that country. Some years ago the trade-mark of a prominent American automobile company was registered in Argentina by an unauthorized person and was subsequently bought up by the agent of that concern. The agent is now demanding a large sum of money for transferring to the manufacturers his own trade-mark and is threatening to prevent the sale of the automobiles bearing that mark unless his terms are met. The situation confronting the company is the payment of an exorbitant amount for the privilege of using its own mark, with the alternative of an expensive litigation and crippled business. Such experiences emphasize in a most striking manner the necessity of early registration in countries where registration and not prior use gives ownership in a mark.

FULL CARGOES OF LUMBER EXPORTED FROM GULF.

The Bureau's New Orleans office is advised by a Mississippi lumber concern that it has shipped a solid cargo of red gum lumber to Genoa, Italy, by sailing vessel. The company believes that this is the first known shipment of the kind, as previous shipments have been in small parcels. The same concern has chartered a steamer to sail in July with a full cargo of hardwood for London, which is reported to be the first steamer cargo of hardwood exported.

GOOD DEMAND IN LIVERPOOL GLUE MARKET.

[Consul Horace Lee Washington, Liverpool, England, June 25.]

The Liverpool glue market at present is a fairly good one. It is chiefly supplied by British manufacturers, and to a small extent by importations from Holland.

It is estimated that the demand has increased at least 20 per cent, owing to the present use by the Government of glue supplies in various manufactures. Although certain importations which in the past have been regular are now entirely cut off, yet the market can not be considered a bare one, as there is an average supply on hand which is kept up, notwithstanding the steady demand.

Prices for clear brown glue of good quality packed in sacks of one hundredweight, delivered free on rails or free on board steamer, are \$6.93 to \$8.63 per hundredweight, dependent on the quality of the glue. There is practically no trade in powdered glue.

Two firms interviewed have expressed a desire to hear from American manufacturers and exporters, and have also volunteered to offer suggestions as to this market, if direct communication is established. These firms, whose addresses may be obtained at the Bureau of Foreign and Domestic Commerce, Washington, D. C., desire prices, quality of glue, and how packed. They state that they are prepared to import in large quantities if prices are reasonable.

SALES OF CANADIAN BONDS.

[Consul Julius D. Dreher, Toronto, July 10.]

According to the Monetary Times, Toronto, the sale of municipal bonds in Canada during June amounted to \$2,664,744. In May the sales were \$4,264,281 and a year ago in May \$4,617,857. No large sales were made in the United States in June, although part of an issue of \$1,000,000 of bonds of London, Ontario, was sold in the States.

For the first six months of the year the sales of Canadian bonds amounted to \$128,659,206, distributed as follows: Sold in the United States, \$60,297,772; in Canada, \$27,186,434; and in Great Britain, \$41,175,000. The total bond sales last year were \$257,581,296, as compared with sales of \$373,795,295 in 1913.

The Canadian securities sold in Great Britain for the first six months of this year were as follows: Dominion Government 4½ per cent 5-year bonds, \$25,000,000; Grand Trunk Railway 5½ per cent 5-year notes, \$12,500,000; and Canadian Northern Railway 5½ per cent 1-year notes, \$3,675,000.

The sales of high-grade Canadian bonds in the United States have been larger so far this year than in any previous similar period.

Frost Curtails Canada Blueberry Crop.

The blueberry or huckleberry crop in the Parry Sound district of Ontario Province has been damaged by frost, reports Consul Kirk, of Owen Sound, under date of July 8. Presumably this is the *Canadense* variety of the blueberry (*vaccinum*), which ripens one to three weeks later than other low-growing ones, is more acid, but very prolific.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Steel hoops, No. 17512.—An American consular officer in Egypt reports that an association in his district desires to communicate with American manufacturers of steel hoops, 8 feet long, 1½ inches wide, gauge 18 B. W. G. The hoops should be cut to length but not punched. They should be packed in bundles of 50 hoops each, 28 bundles to the ton, and must be free from rust on delivery. It is stated that the association is prepared to order a few trial lots of 5 tons each.

Haberdashery, No. 17513.—A merchant in Spain writes an American consular officer that he desires to import large quantities of men's furnishings. It is stated that he has been established in this line of business for a number of years and carries a large stock of goods. He solicits catalogues from manufacturers of collars, neckties, gloves, shirts, tennis shoes, underwear, hosiery, jewelry, and all kinds of novelties. References are given. Catalogues and correspondence may be in English.

Pencils, pins, hair wavers, No. 17514.—An American consular officer in England reports that a firm in his district desires to communicate with American manufacturers of pencils, pins, and hair wavers, with a view to purchasing large quantities. Reference is given.

Drugs, No. 17515.—A trading agency in India informs an American consular officer that it desires to establish commercial relations with American exporters of medicines and drugs of all kinds. Prices, discounts, and terms of sale should be supplied at once. Quotations should be made c. i. f. destination, if possible. Correspondence may be in English.

Material for hand bags, No. 17516.—An American consular officer in Norway reports that a business man in his district desires to purchase frames, locks, etc., for women's hand bags and purses, and fancy leather for use in manufacturing the hand bags and purses. Prices should be quoted c. i. f. destination. Catalogues and samples should be sent at once.

Sewing machines, etc., No. 17517.—A business man in Italy informs an American consular officer that he desires to represent American manufacturers of sewing machines, etc. Correspondence and catalogues must be in French or Italian. The man desires to deal direct with the manufacturer. References are given.

Cutlery, No. 17518.—An American consular officer in Italy reports that a company in his district desires to be placed in communication with American manufacturers of cutlery of all kinds. Illustrated catalogues, prices, discounts, terms of sale, etc., should be sent at once. Quotations should be made c. i. f. destination. The firm states that it is in position to supply references. Correspondence may be in English.

Tableware, No. 17519.—An American consular officer in Italy reports that a firm in his district wishes quotations on silver and white-metal tableware. Catalogues, together with prices and full information, should be sent at once. Reference will be supplied by the firm. Correspondence should be in Italian or French.

AMERICAN SILK RIBBONS FOR COSTA RICA.

[Consul C. Donaldson, Port Limon, June 22.]

The value of the total annual importation of silk ribbons at Port Limon averages about \$40,000, of which in the past Germany has supplied approximately 60 per cent, France 20 per cent, Italy 8 per cent, England 5 per cent, and the United States about 4 per cent. At present, owing to the disturbed conditions in Europe, practically all of this trade should go to the United States.

[The names of the two leading silk-ribbon importers in Port Limon may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices.]

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ESTIMATE OF CANADIAN WHEAT CROP.

[Consul Henry P. Starrett, Fort William, Ontario, July 8.]

Notwithstanding the unfavorable weather conditions which have been experienced throughout the Canadian west during the growing season, the latest estimate as to the total crop of wheat is stated to be 200,000,000 bushels. This prediction was made by Commissioner J. P. Jones, a member of the Canadian Government Grain Board at Fort William, after a four weeks' tour of inspection through the crop area of Manitoba and Saskatchewan. It is believed that the grain movement will begin about two weeks earlier than usual.

CONSULAR TRADE CONFERENCES.

Supplementing the announcement in *COMMERCE REPORTS* for July 10, 1915, concerning the visit to the United States of Consul General Thomas Sammons, of Shanghai, he writes: "It is not possible to state definitely how long I will be able to remain in San Francisco or on the Pacific coast. Unless urgent American trade-expansion matters require me to visit north Pacific coast commercial centers I shall proceed to the Battle Creek (Mich.) Sanitarium as quickly as possible."

CIRCULAR TO THE HEMP TRADE.

The Bureau of Insular Affairs, Washington, D. C., is in receipt of a cablegram from the Governor General of the Philippine Islands, at Manila, advising that during the month of June Philippine Government fiber inspectors inspected and stamped 109,334 bales abaca and 9,515 bales maguey, as follows: A, 968; B, 1,595; C, 3,001; D, 5,813; E, 12,293; S-1, 3,407; S-2, 4,075; S-3, 1,326; F, 14,403; G, 3,676; H, 2,311; I, 11,011; J, 13,085; K, 4,915; L, 14,531; M, 11,245; strings, etc., 1,659; maguey 1, 105; maguey 2, 5,311; maguey 3, 3,141; maguey D, 958.

INDIA'S REVENUE COLLECTIONS NEARLY NORMAL.

[Consul General James A. Smith, Calcutta, India, May 29.]

Revenue collections of the Government of India, in India and England, for the period from July 1 to December 31, 1914, as compared with the corresponding period of 1913, are given in the attached table, together with the principal sources from which such revenue was derived:

Sources of revenue.	1913	1914	Sources of revenue.	1913	1914
Land revenue	\$21, 870, 537	\$22, 768, 893	Post and telegraph...	\$8, 849, 243	\$8, 712, 494
Opium	2, 956, 398	3, 280, 508	Receipts by civil department.....	3, 398, 764	3, 491, 226
Salt	7, 451, 584	8, 714, 928	Miscellaneous	1, 279, 889	1, 710, 088
Stamps	11, 874, 740	11, 138, 445	Railways (gross)	85, 549, 175	79, 755, 122
Excise	20, 597, 461	19, 998, 395	Irrigation	5, 655, 846	5, 797, 461
Customs	18, 043, 522	14, 213, 587	Other public works...	584, 953	561, 107
Assessed taxes	4, 966, 750	5, 311, 298	Military receipts	3, 277, 100	5, 186, 715
Forest	5, 119, 071	4, 743, 864			
Tributes	671, 577	615, 126			
Other heads	1, 358, 240	970, 866	Total revenue ..	206, 365, 383	193, 778, 514
Interest	2, 800, 527	1, 808, 391			

No new forms of raising revenue have been adopted since July, 1914. The amount of rupee debt outstanding on July 1, 1914, was \$472,647,782. The amount outstanding on January 1, 1915, was \$488,361,386. The amount of sterling debt outstanding on July 1, 1914, was \$861,685,640. The amount outstanding on January 1, 1915, was \$893,317,890. In addition, a temporary loan of \$38,932,000 from the gold-standard reserve, in aid of the treasury balances, was outstanding on January 1, 1915.

DUTCH FLAX CROP CONDITIONS.

The Netherlands produce annually about 20,000,000 pounds of flax fiber and 500,000 bushels of seed, the output of the former being about half that of Belgium, while Belgium produces about an equal quantity of seed. The hampered shipments of flax from belligerent countries create an inquiry as to flax crop conditions in the Netherlands, concerning which Vice Consul G. H. Krogh, of Rotterdam, sends the following crop report, dated June 24:

The condition of flax varies largely. In the Provinces of North Holland and Zealand it is favorable, particularly so in the latter Province (with the exception of Zealand-Flanders), where it promises to be very good. In the Province of South Holland the flax seems to remain rather short, notwithstanding which fact the condition in this Province is quite satisfactory. In the Province of Groningen the growth of flax is very irregular; in fact, some parcels are really very bad, but still the general growth may be considered favorable. In the Province of Friesland the condition is also irregular; on the clay there is an average growth, while on the sandy soil it is reported to be very good.

[The United States imported during the fiscal year 1914, \$2,870,274 worth of flax, of which \$473,361 came from Belgium, \$15,718 from the Netherlands, and \$506,316 from Russia.]

OIL FOR FUEL IN HONDURAS.

[Consul Walter F. Boyle, Ceiba, June 20.]

On June 19, 1915, there arrived at Ceiba, Honduras, the American oil-tank steamer *Panuco* with a cargo of 20,000 barrels of crude oil from Tampico, Mexico. This is the first cargo of oil ever discharged at Ceiba and is occasioned by the change from coal to oil for fuel by the Vaccaro Bros. & Co. railroad and associated industries.

COTTON-SHIPPING FACILITIES TO JAPAN.

[Translation by E. H. Dooan, interpreter, American consulate, Kobé, Japan, June 11.]

The following translation of an article appearing in the *Osaka Asahi Shimbun* of June 11, 1915, relating to the present rise in cotton freights from the United States to Japan, is of interest as showing the fears existing in Japan of cotton importers in the event of the Pacific Mail Steamship Line being withdrawn from the Pacific after November 4, as is now reported:

The fact that the present rise in the cotton freight rates has raised a question between the steamship companies and the owners of the cargo has been reported heretofore. While the fact that the three steamship companies could not arrange to keep step with each other may have had something to do with the deadlock, the latter is due principally to the fact that the Pacific Mail Steamship Co. has not yet made a decision as to what course it shall take with regard to its own future. That company has handled 60 per cent of the total amount of the raw cotton exported to this country from the United States, 30 has been handled by the three Japanese companies, while the remaining 10 per cent has been handled by the Great Northern Railroad. Accordingly, it must be considered that the retirement of only the Pacific Mail will have a very serious effect upon the transportation of American cotton.

Should that company retire, as the rumor is, from this route, who is going to have the responsibility of transporting 60 per cent of 400,000 bales, the total amount of American cotton imported, or 240,000 bales? While there is considerable reason for uneasiness, by increasing the number of liners and other vessels, the three Japanese companies should be able to supply considerably more bottom than usual. This step, even by being stretched to its limit, will be quite insufficient to handle the total amount. As a last resort, a certain amount of aid may be obtained from the Panama and Suez Canal boats. Reflecting upon the freight rates and the condition in Europe, we can not expect very much aid there.

The retirement of the Pacific Mail will result in having a great effect upon the importation of American cotton. Moreover, it is not known whether it may not become a very serious hindrance to the carrying on of the Japanese cotton-spinning industry.

The cotton growers, who are the owners of the cargo, are considerably uneasy over this point. Unfortunately, the results of the general meeting of the Pacific Mail Steamship Co. are secret, and it is not easy to ascertain what they were. The cotton transportation season is coming closer and closer, and the cotton growers are taxing their ingenuity to meet the difficulty.

INCREASE OF TRANSPACIFIC FREIGHT RATES.

[Extract from Japan Chronicle of June 11, by Consul General George H. Scidmore, Yokohama.]

According to the *Asahi* (Osaka), negotiations have been in progress between three Japanese steamship companies (presumably the Nippon Yusen Kaisha, Osaka Shosen Kaisha, and the Toyo Kisen Kaisha) on the one side and the Japan Cotton Trade Guild on the other with reference to the proposed increase of freight on American cotton by 10 cents per bale. The guild has suggested that the contemplated increase should come into effect from November 1 and that the hold space to be guaranteed should be increased; to this conditional agreement the answers of the steamship companies are now awaited. The Toyo Kisen Kaisha is apparently reluctant to guarantee the provision of extra hold space, and it is believed to be the awaiting of a reply from the Toyo-Kisen Kaisha's San Francisco office on the subject that is delaying the decision. It is anticipated that some time will elapse before the freight question is settled.

HONGKONG CANNING SEASON.

[Consul General George E. Anderson, Hongkong, China, June 4.]

While there is slack demand for canned goods from Hongkong in the foreign markets to which such goods are usually exported, the local canning factories are preparing for their usual season and expect to do more business than ever before as a result of their increased capacity.

There are three canning factories in the colony equipped with more or less modern machinery, mostly machinery for the manufacture of tins. All such machinery is American and usually is of the style and capacity of that employed in the Alaskan salmon-packing establishments, where practically all of the local Chinese canners learned their trade. The fruit-canning season in Hongkong commences about May and lasts over most of four months.

The principal fruit packed is lychees, though some lun-gnans and loquats are handled and a limited quantity of the hard Chinese pears and some pineapples are canned. In the fall these factories handle considerable quantities of local game, especially rice birds and similar delicacies. They also handle at all times considerable quantities of special Chinese meat delicacies, special local fish, shell fish, and marine products generally. A large share of the output of these factories goes to the United States.

Canned Lily Root, Whole Ducks, etc.—Tinned Plate Used.

These factories are distinct in their methods and to some extent in the nature of their output from the factories which pack Chinese vegetables such as lily root, garlic, water chestnuts, bamboo shoots, and other meats such as whole ducks and similar goods in which tins are made by hand and the business is conducted upon a more crude and less substantial basis. Of the three modern factories now operating in Hongkong the largest uses something over 2,000 crates of tin plate per year.

The canning business has come to be the chief industry of Macao, the Portuguese colony situated across the estuary of the Pearl River from Hongkong. The Macao factories draw their supply of materials from the same territory as Hongkong, and import their machines and supplies through Hongkong. There are 11 more or less pretentious canning factories in Macao. The value of their output for 1913-14 is estimated roughly at \$4,600,000 local currency, or \$2,162,000 gold, and for 1914-15 at \$3,800,000 local currency, or about \$1,740,000 gold. They use 20,000 crates of tin plates yearly. The yearly output of preserved food averages about 140,000 cases. There is one firm using an American machine valued at \$15,000. The other concerns use only hand-driven machines, all American made. The tin plates hitherto have come mostly from England.

[For details concerning the canning methods in the Orient see "Canned Goods in the Far East," Special Agents Series No. 92, for sale at the nominal price of 10 cents by the Superintendent of Documents, Washington, D. C.]

Two-cent letter postage is now in force between the United States and the island of Curacao, Dutch West Indies.

EFFECTIVE RESISTANCE AND INDUCTANCE OF IRON AND BIMETALLIC WIRE.

When a direct current flows in a wire the distribution of the current is uniform over the cross section of the conductor. When, however, an alternating current flows in a wire there is a tendency for the current to crowd to the outside. This phenomenon, which is caused by differences in the opposition to the current flow in different parts of the conductor, becomes more pronounced the greater the number of alternations of the current in a given time, and, in iron wires, the greater the current in the wire. In some cases the flow of current is confined almost entirely to a thin shell on the outside of the wire, and hence arises the term "skin effect" for this phenomenon. The effective resistance of the conductor increases as the frequency of the alternations increases and at the same time the inductance, which depends upon the magnetic field, is diminished. This effect is not only of interest from a purely scientific standpoint, but is frequently of importance in engineering practice.

When the conductor is of simple form and the magnetic permeability of the material is known the effective resistance and inductance can be calculated by formulas which have been developed. The investigation, the results of which have just been published by the Bureau of Standards, Department of Commerce, in Scientific Paper No. 252, was concerned with the skin effect in conductors containing iron. Two classes of conductors were considered in particular—the iron telegraph and telephone wires and copper-clad bimetallic wires. The latter have a core of steel surrounded by a shell of copper. The effective resistances and inductances of these conductors were determined experimentally for different strengths of current and for frequencies up to 3,000 alternations per second. The results for iron wires obtained with very small currents were compared with values computed by known formulas and the agreement is fairly satisfactory. Formulas are developed in this paper which permit a similar comparison between measured and computed values for the copper-clad wires. The paper concludes with wire tables computed by means of the new formulas. In these tables the effective resistances and inductances of copper-clad wires are given for wires of different sizes and conductivities and for frequencies up to 3,000 alternations per second.

Interested parties may secure copies of this pamphlet free of charge by applying to the Bureau of Standards, Washington, D. C.

POTATO PROFITS IN ALASKA.

The potato is Alaska's most important crop. The Fairbanks station has grown potatoes for market for several years. The main object was to demonstrate that good potatoes could be grown in the interior, and the farmers in the vicinity have taken the hint and nearly all now grow a considerable acreage of potatoes, one estimating his crop as high as 50 tons, which, at 4 cents per pound, or \$80 per ton, the lowest price at which potatoes have been sold up to the present, would bring the grower some \$4,000. Potatoes are usually classed as a money crop. Hog raising is also being started at Fairbanks, the hogs to be fed the small unmerchantable potatoes.

NEW ZEALAND BUSINESS NOTES.

[Consul General Alfred A. Winslow, Auckland, June 11.]

Wellington Statistics.

There are 15,280 buildings in greater Wellington, New Zealand, of which 8,847 are dwellings, 80 churches and schools, and 18 public buildings. Greater Wellington has a population of 74,811 and is growing rapidly.

Copra on Cook Islands.

Advices from the Cook Islands state that the production of copra is diminishing in the islands since the natives find it more profitable to ship the coconuts to San Francisco, now that they have steamers calling monthly at the islands. Otherwise conditions are normal on the islands.

New Lands Taken for Settlement.

During 1914 much public land was taken up in New Zealand by actual settlers, and the Government did much to encourage the settlement of the sparsely populated sections of the country by opening up public highways and building railways. During the year about 400,000 acres were taken up by settlers, and there are still large tracts of public lands for settlement.

Hemp and Tow Production.

The production of hemp and tow in New Zealand during the 12 months ending April 30, 1915, was very light as compared with the previous 12 months, being 82,749 bales of hemp against 151,772 bales, and 23,338 bales of tow against 48,759 bales. The shipment of hemp for April last was 9,633 bales, and of tow 2,740 bales.

Frozen Meat Problem.

The following for the Auckland district is indicative of the frozen-meat industry in New Zealand for the four months ending May 31, 1915:

	Capacity.	Killed.	Deficiency.	Worked days.	Idle days.
February.....	81,000	43,186	37,814	14	13
March.....	69,000	26,199	42,801	9	14
April.....	78,000	14,464	63,536	6	20
May.....	75,000	12,000	63,000	4	21
Total.....	303,000	95,849	207,151	33	68

The industry is suffering materially all over the country for lack of cold storage shipping space to England, and not much relief can be expected before September or October.

Cooperative Dairy Factories.

Out of 502 dairy factories in Auckland district, New Zealand, 450 are run on the cooperative plan, which has proven more profitable in this country. In connection with many of the factories there were freezing works, box factories, etc., and the National Dairy Association looks after the commercial interests of the affiliated companies.

About 80 per cent of the butter produced by these factories was graded as first-class, of which a large amount is exported.

The exports of butter and cheese for the calendar year 1913 amounted to \$18,648,175. There were 48,349 boxes of butter in cold storage May 31, 1915, against 89,895 boxes the same time last year.

Honey Industry in New Zealand.

The bee-keeping industry of New Zealand is important, there being 11,200 persons interested in the business, with a total of 72,340 hives. During 1913 there were 204,669 pounds of honey exported and the local consumption is heavy. There is no adulteration of honey in this country and up-to-date methods are in use.

Profit in New Zealand Wool.

The late advances in price of wool means much to New Zealand, since for the four months ending April 30, 1915, the exports amounted to 383,735 bales, valued at \$32,110,062, while for the same months of 1914 there were 393,734 bales exported, valued at \$27,964,433, showing a gain of \$4,145,730 on exports short 9,999 bales.

The average price per bale for the 1915 period was \$83.70, against \$71.18 for the 1914 period.

NEW ZEALAND COMMERCIAL AND FINANCIAL OUTLOOK.

[Consul General Alfred A. Winslow, Auckland, June 11.]

Business conditions in New Zealand are in good shape and confidence in the future is encouraging. The outlook for next season's crops is good and the purchasing capacity of the country promises above normal. Stocks of merchandise of all kinds are low, with a good demand by consumers, so there must be a rush to stock up before many months. The following from the New Zealand Trade Review and Price Current, published at Wellington, New Zealand, states the case very clearly, as I see it:

Money continues in plentiful supply in the Dominion, and there is every appearance of the supply being well maintained for some time to come. How long this state of affairs will last would be exceedingly difficult to forecast, but we have had a wonderful season for our exports as regards value, and this has brought a very large flow of funds into the Dominion. With only seven months of the season gone, the figures are about up to the level of a normal twelvemonth and would have shown up much better but for the shortage of shipping facilities. Everywhere there is a cry for more ships, both from exporters and importers. The freezing works are full and crying out to get their meat away, and there are large quantities of cheese awaiting shipment. Importers are getting short of stocks in many cases and wanting their goods badly. When these shipping facilities are available there will be a leveling up and we shall see better how we stand, but there is no doubt that our exports will be far ahead of our imports, leaving a large credit balance, which means a good supply of money. What the state of affairs will be after the war is over is hard to say, but we believe that both financial institutions and private people should exercise caution so as to be prepared to meet whatever circumstances may exist then.

It is understood here that the per capita consumption of imported goods by New Zealanders is greater than for any other country. In 1913 it amounted to more than \$100 per man, woman, and child, and the rate seems to be increasing. This should make New Zealand an attractive field for the American manufacturer and exporter.

THE MANDIOCA OF BRAZIL.

[Consul General Alfred L. Moreau Gottschalk, Rio de Janeiro.]

The plant called "cassava" in the West Indies, "yuca" in Colombia and the South Caribbean, Peru, and Ecuador, and "mandioca" ("manioc") in Brazil, is indigenous to South America and was found by the earliest Portuguese discoverers of Brazil to be in use among the Guarany and Tupinamba natives, who in their folklore attribute a divine origin to it. In its wild condition it presents a very woody and only slightly thickened tuber; but under cultivation, even of the most primitive sort, the tuber thickens greatly and often reaches sizes as great as 79 inches in length and 4 to 6 inches in diameter. Piso, writing in 1646, describes it as indigenous to Brazil, to be found as far south as latitude 30° and at altitudes as high as 3,300 feet.

The principal varieties known here divide themselves into three groups: (1) "Mandioca mansa" (*Manihot palmata*, Muell. Arg.), or "domestic mandioca," known by its green leaves; (2) "Aypim" (*Manihot palmata*, var. *Aipi* Muell. Arg.) a variety of the first; and (3) "Mandioca brava" (*Manihot utilissima*, Pohl), or "wild mandioca," whose leaves and stems are of decidedly reddish color. These various types are well known to the average Brazilian farmer and are carefully kept apart in the plantations.

Many Varieties in Different States.

Under the above three general classifications there are innumerable subvarieties known to planters in every part of Brazil—for the mandioca is general throughout the country, one may say—and these are distinguished by a host of familiar native names indicative of every peculiarity of shape, color, or taste. Classified by the several States in which the production of mandioca predominates, the following numbers of varieties are said to exist in the country: Goyaz, 41; Minas Geraes, 27; Bahia, 11; Rio de Janeiro, 10; Parana, 7; Matto Grosso, 7; São Paulo, 7; Para, 6; Ceara, 4; and Piauh, 2.

The "wild" variety is that which produces the best flour, but it contains a volatile acid (prussic or hydrocyanic, according to the German botanist Draenert) that is highly poisonous until treated by comparatively simple processes. It has the advantage of growing more quickly and of producing a greater percentage of the starch or flour. Instances are given of tubers reaching the weight of 22 pounds, and of one of these "wild" plants having produced about 9 (dry) quarts of the ground flour. An extraordinary case of abnormal growth of the Assú mandioca was exhibited at the exposition in Campos in 1871, which reached the length of 138 inches and weighed 35 pounds.

Cultural Methods.

The mandioca is cultivated entirely as a foodstuff. Its nutritive value is shown by analysis (starch, hydrocarbonates), and the "flour" obtained from the plant can be cooked in many forms and produces a very digestible food if properly prepared. Except in the very highest altitudes it may be said to be one of the main factors in the dietary list—almost the national food of the people of Brazil.

It is planted during August and September by means of slips, which are set out about 40 inches apart. These slips are obtained by taking the mandioca at the time when it is losing its leaves (June to September, usually) and cutting its stalks into sticks 4 to 5 inches long, containing two or three "eyes" or buds, which are allowed to sprout; these are then planted out in the field. The furrows are 48 to 60 inches apart and 4 to 6 inches deep.

The slips are planted together in groups of two or three—the groups at intervals of 40 inches—the weaker plants being later eliminated until but one of each group remains. The Bahia yellow mandioca ripens fully in four months; other varieties take longer; some are said to attain full growth only after a year or more.

It is estimated that with the plants 40 inches apart a hectare (2.47 acres) will have 10,000 plants, yielding 40,000 kilos (88,185 pounds) per hectare, or about 16 metric tons (of 2,204.6 pounds) per acre. The estimated cost of cultivation and preparation into flour is \$300 (at the present rate of exchange) per hectare.

No Crop Rotation—Fertilizers.

Brazil has still such vast areas of uncultivated land that crop rotation has not yet become an economic problem. A favorite site for plantations is recently cleared forest. A local merchant who has spent much of his life in the mandioca country of southern Brazil remarked that the average farmer before planting season will say: "This year I will plant here, next year there, as I have plenty of land." This is the nearest approximation—this letting the land lie fallow after one crop—to rotation of crops that is to be seen in Brazil.

Empirical methods of fertilizing, etc., some of them most fanciful, are often heard of, but these are mere personal whims of certain planters, and, as there are no plantations on a really large scale, no data are to be deduced from them. Generally speaking, fertilizers are not employed in mandioca culture in Brazil, but potash, phosphoric acid, and lime are said to be the most effective.

Principal Constituents.

The following table, prepared by an expert of the Brazilian Department of Agriculture, shows the number of pounds of the principal constituents in 100 pounds of green tubers:

Variety.	Starch.	Glucose.	Fat.	Dextrine.	Total.
Saracura	31.600	1.330	0.150	3.600	41.770
Alpim	28.150	2.010	.830	2.680	33.700
Mandypalha	26.970	2.100	.222	2.520	31.812
Assô	26.500	2.500	.110	2.817	31.927
Cambaia	25.240	2.380	.330	1.749	29.699
Mata fome	21.850	1.490	.060	3.610	27.010
Pury	21.381	1.689	.....	2.883	25.953
Manteiga	14.514	1.718	.....	3.359	19.591
Sebastião	14.015	2.295	.....	3.680	19.991
Branca ou doce	13.370	4.070	.240	1.907	19.587
Suissa	10.571	2.244	.162	4.218	17.195
Morandy	10.090	2.823	.193	3.325	16.347
Maria molle	10.000	1.965	.143	2.700	14.808
Mandy	7.010	4.829	.243	3.362	15.444
Branca do matto	5.193	.399	.452	7.365	13.409
Vermelha do matto	3.000	1.602	.....	2.902	7.504
De gelo rôxo	2.000	1.255	.042	4.245	7.542

Manufacture of Flour.

The processes of manufacture in use in the country are very primitive. The tubers are pulled out of the ground, washed and scraped clean, and are then grated by means either of a hand rasp or of a primitive hydraulic grater, known locally as a "cevadeira." The grated pulp thus obtained is placed in wooden receptacles, perforated in order to allow the escape of water and of juices, and submitted to the pressure of a wooden screw press. In some places where the wooden screw press is not to be had, an ingenious device of wild canes is used to press out the mandioca.

When the mass has been thoroughly pressed it is carried to a well-heated iron oven, where during the initial processes of cooking it must be thoroughly stirred and mixed and kept in continual motion by a wooden stick. This is done by hand, of course, and much depends upon the quickness and skill of the operator. When the cooking process is completed the mass of flour is taken out of the oven upon a shovel and placed in bags. I am informed that no preservatives, such as sulphur, bisulphite, etc., are used. For this reason probably it is necessary to cook the flour the very day it has been ground, or else a fermentation is to be feared, which would spoil it completely for future use.

Most of the flour is manufactured on the farms where the plants are grown. The plan of exchanging labor, as is done in harvesting grains in the central northern American States, is often employed by the mandioca producers. The cost of labor in Rio Grande do Sul, the principal State of production, ranges between \$7 and \$10 per month, including lodging.

"Polvilho" or Starch of Mandioca.

A most superior quality of very starchy flour, known as "polvilho," is obtained by letting the water stand a while after the pressing has been done and carefully taking up its sediment. To be sure this must be carefully washed and rewashed to eliminate any trace of the poisonous juices. It is then laid out upon a clean cloth in the sun and covered with ashes to eliminate by absorption any trace of moisture that might remain. When thus dried the product is a very superior flour, used indifferently for the preparation of the better class of dainties (cakes, paste, etc.) or in finer laundry work to give gloss and whiteness to linen. It is said that this article might furnish a very excellent export for the country if it were prepared systematically and in sufficient quantities.

A variety of the "polvilho" is the so-called "polvilho acedo" or "sour polvilho," prepared much as above, but allowed to ferment and made to go through repeated washings thereafter before the final drying. This has the remarkable quality of baking into cakes that "rise" to extraordinary sizes.

The tapioca of export is nothing more than a product of the "polvilho" above described, obtained by further passings through sieves. It is a regular article of export. Carolo and cariman are the local names of other similar preparations of the sediment or "polvilho" obtained after pressing the mandioca.

Export Trade in Tapioca and Flour.

The exports of mandioca products, it appears, were not very significant in Brazil until 1870; between 1870 and 1880 the quantities

exported more than doubled; in 1890-1900 some 6,356,500 (dry) quarts were exported, according to a German authority on these matters. In the last five years the shipments of tapioca have been: 1910, 284,608 pounds; 1911, 1,390,308 pounds; 1912, 1,144,126 pounds; 1913, 681,870 pounds; and 1914, 468,626 pounds. Of mandioca flour there were shipped: In 1910, 8,327,410 pounds; 1911, 12,264,945 pounds; 1912, 8,034,413 pounds; 1913, 10,335,210 pounds; and in 1914, 10,423,575 pounds. Tapioca is exported chiefly from Maranhao and Rio de Janeiro; mandioca flour mainly from Rio de Janeiro.

[The names of certain Brazilian firms interested in exporting mandioca products may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices.]

CASSAVA TRADE OF THE UNITED STATES.

Cassava, mandioc, or manioc (*Manihot utilisima*), is commonly found in equatorial South America, in Central America, and the West Indies. It is also extensively grown in Africa, and has been introduced into other tropical countries. In the United States it is grown in Florida, where its cultivation is now attracting much attention, and California also produces cassava; but the American output is not equal to the demand, and, in consequence, considerable amounts are imported.

Exact figures of the imports of cassava into the United States are not to be had, inasmuch as cassava is included in official statistics with "arrowroot in its natural state and unmanufactured; sago, crude, and sago flour; tapioca, tapioca flour, cassava, or cassady." These items are grouped under the general head of "Farinaceous substances, and preparations of," and their combined imports have of late had an annual value between \$1,600,000 and \$2,200,000.

Sources and Value of American Imports.

As shown by American customs returns, the imports of farinaceous substances and preparations during the fiscal years 1910-1914 and during the first 10 months of the fiscal year 1915 were:

Imported from—	1910	1911	1912	1913	1914	1915 ^a
England.....	\$147,828	\$154,711	\$148,129	\$81,661	\$91,474	\$83,282
France.....	1,459	4,425	9,834	5,868	2,180	265
Germany.....	119	62	1,523	11,871	1,769	.....
Netherlands.....	38,482	46,613	45,653	53,558	33,245	31,304
Jamaica.....	6,828	120	469	745	1,563	289
China.....	12,226	23,004	19,569	25,681	32,715	9,701
Dutch East Indies.....	348,593	780,304	867,715	1,326,218	1,038,587	873,197
Hongkong.....	11,164	12,349	12,067	15,021	14,066	9,374
Straits Settlements.....	425,813	566,567	551,953	662,561	422,392	207,366
All other.....	4,013	2,816	17,793	4,033	3,559	6,395
Total.....	990,525	1,590,971	1,674,725	2,187,217	1,641,540	1,321,063

^a Ten months, ending with April.

^b Included all British West Indies.

Used as Food for Both Man and Beast.

Concerning the many uses of cassava, a well-known reference work says:

In South America a sauce and an intoxicating beverage are prepared from the juice, while the root, grated, dried on hot metal plates, and powdered, forms the food commonly known there as farinha (Portuguese for meal). It is made into thin cakes by the action of heat, which softens and agglutinates the particles of starch. The starch of cassava separated in the ordinary manner from

the fiber is the Brazilian arrowroot of commerce. This starch, dried quickly under the action of intense heat when in a semisolid and moist condition, agglomerates into small irregular masses and then forms the well-known article of food called tapioca. In Florida, where sweet cassava is grown, the roots are grated and used directly as a food for man. They are also fed to stock and serve as a raw material in the manufacture of starch and glucose.

The peeled root of fresh Florida-grown cassava contains, it is stated, on an average 61.3 per cent of water, 31 per cent of carbohydrates, largely starch, and a little protein, fat, and crude fiber. Cassava flour made in Florida contains about 11 per cent of water and 65 to 70 per cent of starch in addition to small amounts of protein, fat, crude fiber, sugar, gum, ash, etc.

CHARACTERISTICS OF RADIATION PYROMETERS.

The Bureau of Standards, Department of Commerce, has just published a paper entitled "Characteristics of Radiation Pyrometers," giving the results of careful study of this type of temperature measuring instrument. Such a study was considered urgent on account of the extensive use of radiation pyrometers in the technical industries. These instruments are widely used in the temperature control of the various processes involved in iron and steel manufacture, alloy foundry work, glass, ceramics, and brick manufacture, smelting, gas works, steam generation, lamp manufacture, etc.

Many of the instruments examined show different temperature readings for different focusing or sighting distances. Errors thus occasioned may amount to several hundred degrees. The effect of dirt upon the lenses and mirrors is of serious importance. The question as to whether the pyrometer absorbs all the heat radiation falling upon it is discussed, and the theory of the instrument, and the connection of the behavior of the pyrometer with the theoretical radiation laws are given.

The bureau receives a large number of these instruments for test and standardization from various technical industries located throughout the country. Heretofore this testing required about three days for a single instrument, on account of the difficulty in heating a furnace to an exactly uniform temperature. A new method has now been developed which permits a satisfactory standardization of a radiation pyrometer within one hour. Many suggestions are given for minimizing the errors to which the pyrometer is subject, and it is shown that this type of instrument, suitably designed, adequately calibrated, and correctly used, is a trustworthy pyrometer, having many advantages over other types of temperature measuring devices, both for scientific and technical use.

BREEDING CATTLE FOR PHILIPPINES.

[J. F. Boomer, correspondent, Manila, May 20.]

A representative of the division of animal industry of the Philippine Bureau of Agriculture has gone to visit India and China to obtain breeding cattle for the Government stock farm provided for by the Legislature during its recent session. An appropriation of \$12,000 was provided for this year.

STREET RAILWAY ENTERPRISE FOR CANTON.

[Consul General George E. Anderson, Hongkong, China, May 22.]

The matter of constructing a street railway system in Canton is being taken up anew by the provincial authorities and plans for a line connecting the stations of the Canton & Hankow Railway and the Kowloon-Canton Railway, and running through a populous portion of the city, have been drawn and have been forwarded to the authorities in Peking for approval.

The proposed line is projected by Gen. Lung, military governor of Kwangtung Province, in connection with Chinese capitalists in Hongkong, and the plans call for the construction of a little less than 6 miles of street railway along a route which will permit the use of a considerable portion of the old wall of Canton. The system will embody many of the plans of that projected three years ago, but will be started upon a more modest basis. The line will proceed from the Canton-Hankow Railway station to the east wall of the city and will follow that in a general way to the south wall. It will follow the south wall parallel to the water front on the Pearl River, passing within about a third of a mile of the foreign concession on the island of Shameen. It will reach the river front proper near the station of the Kowloon-Canton Railway line—the line to Hongkong. It is proposed to construct the line by means of a company for which the provincial government will furnish half the funds.

By following the route projected the concern will not only be able to employ the ancient wall of the walled city so as to avoid all but impossible congestion in the narrow and populous streets of the city, but will also employ Government property and thus reduce materially the initial outlay in the construction of the line. The right of way followed would be very expensive if it were necessary to purchase it. By connecting the railway stations mentioned it is expected, by the Chinese military authorities that considerable military advantage will be secured by the Government in the way of added facilities for the rapid transportation of troops in case of popular outbreaks.

Plans for the rolling stock are not yet complete, but the general idea seems to be to buy motors and steel parts of cars abroad, completing the cars in Canton or Hongkong, present high freight rates rendering the purchase of complete cars abroad at this time a matter of difficulty. It is thought that the line as projected can be started with an initial outlay of about \$100,000 gold. The practical management of the enterprise at present is in the control of Mr. Chin Gee Hee, president the Sunning Railway Co., who is working upon it in consultation with Gen. Lung, the military governor of the Province.

FUEL MOLASSES FROM HAWAII.

Fuel molasses is to be shipped from Hawaii to the Pacific coast where it will compete with California fuel oil. A big Hawaiian sugar company has petitioned the Honolulu Board of Harbor Commissioners for permission to install molasses tanks and a pumping station on Kuhio Bay wharf, which may be used for shipping waste molasses from all plantations at 1 cent per barrel—the cost of operating the plant.

ELECTRIC POWER IN SCOTCH INDUSTRIES.

[Consul Rufus Fleming, Edinburgh, May 14.]

There are indications that the use of electric current for power will be greatly extended in the near future in this part of Scotland. In all important industrial centers electricity for power is now available at moderate cost. The Edinburgh charge to consumers varies from 2.1 cents to 1.7 cents per unit, according to quantity used. The rates in other cities and towns are somewhat higher. In various trades electric motors have long been employed, but not until recently has this motive power been introduced into the woolen industry, in which there are about 100 firms (cloth and hosiery) in the district. Several woolen firms have substituted either full or partial motor driving for steam power, and it is expected that many others will follow their example.

Cloth Mill Equipment.

A typical electrical equipment for woolen cloth manufacture is that of an important Galashiels mill, installed some weeks ago, consisting of 13 motors ranging from 5 horsepower to 25 horsepower, with a total output of 165 horsepower. Of these 13 motors, one 5 horsepower is in the scouring room and three (10 horsepower, 15 horsepower, and 20 horsepower) are in the card and spinning room. The method of driving the machinery in the weaving department is this:

Motors of suitable sizes with worm reduction gear are provided, the slow speed shaft of the gear being coupled directly to the existing line shaft driving the looms. The complete gear is carried on a substantial wall bracket base, and the line shaft is driven at the old speed. The whole arrangement is such that it can be put up as one unit and entails only slight alteration or modification to the mill gearing. The adjustment of the drive in the milling room is similar to that in the weaving department.

The supply of current to the motors is controlled from a central point, at which the substation, taking supplies from the power company, is erected. The low-tension switchboard is arranged in such a manner as to enable the mill authorities to ascertain the amount of power consumed in each department and to keep a careful check on the efficiency of each department. Each circuit is equipped with instruments which show at any moment the amount of power being taken and also indicate the total amount of power consumed in any period.

Particulars of Motors Generally Used.

An electric power company in this district has issued a statement of the horsepower generally considered necessary for driving purposes in ordinary trades and industries and the approximate cost of motors. As this statement may be of interest to American manufacturers and users of motors it is here quoted in full:

"The electric motor is usually most efficient when running at its full rated load, and for this reason it is desirable to avoid installing too large a motor, although, of course, it must be powerful enough for the maximum duty required of it. The driving of a number of machines can be done either by one large motor or by arranging the

machines in groups and driving each group by an independent motor.

As a general rule one motor is installed to drive a number of machines, where these are conveniently arranged and are constantly in use, so that the average load on the motor is fairly steady; but where the machinery is so distributed that long lines of shafting would be necessary for driving from one point, or where the load is very variable, it is better to install a sufficient number of motors to insure, as far as possible, a steady load for each.

The following are a few particulars of tools and machines used in various trades, with the horsepower required for driving them:

METAL WORKING.

Lathes for screw cutting and general work; height of centers, 4 to 8 inches; 9 to 11 inches; 12 to 15 inches; 16 to 20 inches; horsepower, $\frac{1}{2}$ horsepower; 1 horsepower; 2 horsepower; 3 horsepower.

Drilling Machine.—Radial type, running 82 revolutions per minute to drill up to 1 inch holes, $\frac{1}{4}$ horsepower. Pillar type, running 30 revolutions per minute to drill up to 2-inch holes, $1\frac{1}{2}$ to 2 horsepower.

Slotting Machines.

12-inch table, 5-inch stroke, $\frac{1}{2}$ horsepower.
16-inch table, 6-inch stroke, 1 horsepower.
18-inch table, 7-inch stroke, $1\frac{1}{2}$ horsepower.
20-inch table, 8-inch stroke, 2 horsepower.

Milling machines.—Universal type, 58 by 11 inch table, 2 horsepower; vertical type, 120 by 48 inch table, 5 horsepower.

Grinding machines.

Emery wheel up to 14 inches, 1 horsepower.

Emery wheel up to 24 inches, 2 horsepower.

Cranes.—The horsepower required for cranes depends largely on the gearing, the efficiency of which may be taken as from 50 to 70 per cent, according to the class of crane. The following formula will enable the requisite horsepower to be calculated:

$$\text{Horsepower} = \frac{\text{load in pounds} \times \text{speed in feet per minute} \times 100}{33,000 \times \text{efficiency per cent.}}$$

WOODWORKING.

The power required for driving woodworking machinery varies to a great extent with the class of wood being worked, but the following powers are usual for the machines referred to:

Light circular-saw benches.

12-inch diameter saw, hand feed, 4 horsepower.
15-inch diameter saw, hand feed, 5 horsepower.
18-inch diameter saw, hand feed, 6 horsepower.
24-inch diameter saw, hand feed, 10 horsepower.
30-inch diameter saw, hand feed, 15 horsepower.
36-inch diameter saw, hand feed, 20 horsepower.

Heavy circular saws.

36-inch diameter saw, roller feed, 30 horsepower.
42-inch diameter saw, roller feed, 35 horsepower.
48-inch diameter saw, roller feed, 40 horsepower.
60-inch diameter saw, roller feed, 55 horsepower.

Band saws.

30-inch saw pulley, 6 inches thickness of wood, 2 horsepower.
30-inch saw pulley, 10 inches thickness of wood, 3 horsepower.

Planing machines.

12-inch width of cut, 5 horsepower.
 15-inch width of cut, 8 horsepower.
 20-inch width of cut, 10 horsepower.

Mortising machines.

$\frac{3}{4}$ -inch chisel, 4-inch mortise depth, 2 horsepower.
 1-inch chisel, 5-inch mortise depth, 3 horsepower.
 1 $\frac{1}{2}$ -inch chisel, 6-inch mortise depth, 5 horsepower.
 2-inch chisel, 8-inch mortise depth, 7 $\frac{1}{2}$ horsepower.

Lathes.

6-inch centers, $\frac{3}{4}$ horsepower.
 8-inch centers, 1 horsepower.
 10-inch centers, 1 $\frac{1}{2}$ horsepower.
 12-inch centers, 2 horsepower.

BAKERIES.

$\frac{1}{2}$ sack dough-kneading machine, 1 $\frac{1}{2}$ horsepower.
 2 sacks dough-kneading machine, 4 horsepower.
 4 sacks dough-kneading machine, 7 horsepower.
 Sponge mixer, $\frac{1}{2}$ horsepower.

BUTCHERS' MINCING MACHINES.

12-inch bowl, 4 pounds of meat in 2 minutes, $\frac{1}{2}$ horsepower.
 16-inch bowl, 10 pounds of meat in 2 minutes, 1 horsepower.
 18-inch bowl, 20 pounds of meat in 2 minutes, 2 horsepower.

TAILORING AND DRESSMAKING.

Ordinary tailor's sewing machines up to $\frac{1}{2}$ horsepower each. Skirt banders, button sewing and waist machines, $\frac{1}{2}$ horsepower. Tacking machines and skirt machines, 3,000 stitches per minute, each $\frac{1}{2}$ to $\frac{1}{4}$ horsepower.

LAUNDRIES.

Double-gear'd washing machines.

24 inches diameter by 36 inches long, $\frac{3}{4}$ horsepower.
 30 inches diameter by 36 inches long, 1 horsepower.
 36 inches diameter by 42 inches long, 1 $\frac{1}{2}$ horsepower.
 40 inches diameter by 72 inches long, 3 horsepower.

Hydro-extractors.

5 cubic feet capacity, 30-inch basket, 3 $\frac{1}{2}$ horsepower.
 9 cubic feet capacity, 42-inch basket, 5 horsepower.
 Collar and body ironers, 1 to 1 $\frac{1}{2}$ horsepower.

Wringing machines.

3-inch rubber rollers 15 inches long, 1 horsepower.
 6-inch rubber rollers 28 inches long, 1 $\frac{1}{2}$ horsepower.

DOMESTIC APPLIANCES.

Boot cleaners, knife cleaners, and coffee grinders, $\frac{1}{8}$ horsepower each. Sewing machines (treadle pattern), $\frac{1}{8}$ to $\frac{1}{4}$ horsepower. Wringers and washers (capacity 6 sheets), $\frac{1}{2}$ horsepower. Vacuum cleaners, $\frac{1}{2}$ horsepower. Mangles, up to $\frac{1}{2}$ horsepower. Small motors up to $\frac{1}{2}$ horsepower are supplied with single-phase current at 250 volts, and larger motors 3-phase current at 433 volts.

The following list gives the approximate cost of various sizes of motors, complete with starting switches, and will serve as a guide to intending purchasers, although somewhat lower quotations can generally be obtained from makers for specific inquiries:

Small single-phase motors, 250 volts, from one-sixteenth to one-eighth horsepower, £4 to £8 (\$19.46 to \$29.20).

Small single-phase motors, 250 volts, from one-eighth to one-third horsepower, £6 to £8 (\$29.20 to \$38.93).

Small single-phase motors, 250 volts, from one-third to one-half horsepower, £8 to £11 (\$38.93 to \$53.53).

One-horsepower, 3-phase, 433-volt motors, £14 (\$68.13).

Two-horsepower, 3-phase, 433-volt motors, £16 (\$77.86).

Three-horsepower, 3-phase, 433-volt motors, £18 (\$87.59).

Five-horsepower, 3-phase, 433-volt motors, £25 (\$121.66).

Seven and one-half horsepower, 3-phase, 433-volt motors, £30 (\$146).

Ten-horsepower, 3-phase, 433-volt motors, £35 (\$170).

A list of the principal electrical engineering firms in the district is forwarded [and may be had from the Bureau of Foreign and Domestic Commerce or its district branches].

WINTER AGRICULTURAL SHOWS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 5.]

Winter agricultural and dairy shows, or fairs, are well patronized in New Zealand and are considered very beneficial. They usually run four days and are largely attended.

The Waikato winter show at Hamilton, about 60 miles south of Auckland, opened June 2 and was successful. This winter show began eight years ago with an inclosed covered space of 21,000 square feet and this year it reached 75,000 square feet. The total entries exceeded 5,000, with the dairy department in the lead, where there were 370 entries of butter alone, and beyond a doubt some of the finest butter in the world, for New Zealand is noted for fine butter and cheese.

The exports of agricultural and dairy products form an important part of the total exports of the country, as shown by the following table for the five years ending with December 31, 1913, the latest figures available at this time:

Year.	Wool.	Meat.	Butter and cheese.	Total exports.
1909.....	\$30,687,604	\$18,272,792	\$13,357,423	\$95,685,103
1910.....	40,432,877	19,530,856	14,635,259	108,073,487
1911.....	31,591,892	17,798,165	13,475,212	92,602,146
1912.....	34,578,833	19,668,217	18,342,821	106,946,533
1913.....	39,212,408	22,211,616	18,648,175	111,864,882

These winter shows afford fine opportunities for the exhibition and demonstration of agricultural and dairy machinery, and it will pay American manufacturers to get in closer touch with this trade, since the European supply is largely cut off for the present at least. It would seem that the best way to effect this propaganda work would be to send an active man into the field, covering New Zealand and Australia. If this is not practicable the manufacturer should make his agent an allowance for this special work. It will pay, and now is the time to act so as to be in the field June, July, and August.

Consul Samuel M. Taylor, of Nottingham, writes that with the scarcity of motor-car drivers more English owners of automobiles are driving their own cars and more women are becoming skilled drivers.

CONSTRUCTION WORK ABROAD.**CANADA.**

[Consul Julius D. Dreher, Toronto, July 6.]

Decrease in Building Operations in Toronto.

The effects of the war are reflected in the large decrease in building operations in Toronto. During June 541 permits were granted, against 860 for June, 1914. Total values dropped to \$806,838, compared with \$2,935,054. During the first six months building permits aggregated \$3,184,197, as compared with \$13,476,140 for the corresponding six months last year.

FEDERATED MALAY STATES.**Report of the Public Works Department.**

Owing to the war, and other causes of a temporary nature, the year's program of the Public Works Department of the Federated Malay States was considerably upset last year; but the report of Mr. R. O. N. Anderson (the Director of Public Works) shows that a large amount of useful work was accomplished. Under that program provision was made for an expenditure of \$10,191,205 (U. S. currency). The amount actually spent was \$5,683,004. The more important buildings completed, or under construction, during the year include a Supreme Court in Kuala Lumpur, a State Mosque at Kuala Kangsar, in Perak, Law Courts at Seremban, and a town hall and post office at Ipoh, hospital extensions, schools, asylum extension, Mohammedan barracks, and quarters for subordinate officers. The number of waterworks throughout the Federated Malay States has become considerable, and this branch is now an important one in the Public Works service. In 1914, \$66,671 was spent on their maintenance and \$397,593 on new works. In a note on the new supply for the Seremban waterworks, in Negri Sembilan, Mr. Anderson states that the last consignment of 10-inch pipes from the Crown Agents was sunk in the Indian Ocean by the German cruiser *Emden*. Five miles out of 9½ miles have been laid. The supply for the capital (Kuala Lumpur) was improved by the substitution of 10-inch and 8-inch mains for the old 6-inch main. Steady improvement is maintained in the construction of roads throughout the whole of the four States. There are now 2,250 miles of metaled roads, 185 miles unmetaled, and 1,738 miles of bridle roads and paths. This was an increase of 85 miles of metaled roads over the previous year's total. A sum of \$401,486 was spent on improving and widening existing roads and in special metaling and graveling and \$703,210 on new road construction. Extensive trials have been made in Perak, Selangor, and Negri Sembilan with the use of bituminous substances for binding and sealing the upper crusts of road surfaces. Both tar macadam and tarco are being used in these experiments. The cost in the Ipoh district appears to be from two to two and a half times more than in water-bound surfacing, but it is believed the life will be more than two and a half times that under the old method.

NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 4.]

New Zealand Internal Improvements.

The New Zealand Government is giving much attention of late to internal improvements by way of port improvements, railways, and highways; and it is announced that it is the policy of the Government to do everything possible to increase the country's output. It is recognized that the best way to do this is to improve the means of communication with good roads, bridges, and railways. The Government is now employing 6,271 men on public works.

Public Highways and Bridges.

Much has been done during the past few years to improve the country roads, and much is under way and being planned for the future. During 1914 the Government expended \$3,236,222 on road construction, to say nothing of the amount spent by the local authorities. A reinforced concrete bridge across the Manakau Harbor, 820 feet long and costing \$121,662, was opened to the public May 31, 1915. This is an important link in the proposed highway between Auckland and Wellington, quite a portion of which now is macadam and in good condition for motoring. More bridges and more good roads are to follow.

Railroad Construction.

During 1914 there were 91 miles of new railroad opened to the public, mostly in the north island north of Auckland, and still the work is being pushed on. During 1914 the Government spent \$3,114,560 on railway construction.

Aside from this work being done by the Government itself on internal improvements, it is making advances to local authorities to aid them in making local improvements. Formerly the Government was prepared to assist up to \$9,733 on any one undertaking, and it has now been announced that in the future the assistance may be increased to \$24,332.

These improvements call for quite an amount of foreign material and machinery, and it will pay American interests to establish connections here so as to be ready when the demands come.

New Hospital Buildings.

Among various public works about to be undertaken at Dunedin, New Zealand, are two new buildings in connection with the Dunedin hospital. A new medical school structure will cost \$65,000, and an infectious diseases hospital \$25,000.

PHILIPPINES.

[J. F. Boomer, correspondent, Manila, May 20.]

Hydroelectric Proposition.

A hydroelectro project involving about \$2,000,000 for the development of which a company composed of American and Spanish capitalists has been formed, contemplates the building of a large power plant in the mountains of Tayabas near the Pacific coast of Luzon.

An application for the water rights on the Agos River immediately below the confluence of the Lanata and Canan Rivers has been filed with the Government. The Agos River flows from the Tayabas Mountains on the eastern slope into the Pacific Ocean near the Puerta Real de Lampán.

The proposed construction for the plant will consist of a reinforced concrete dam 100 meters (1 meter=3.28 feet) in length, 4 meters in thickness at the summit, and 9 meters in thickness at the base. From this dam the water will be conducted in an open canal 2 miles to a point on the hillside, where a large reservoir will be excavated in the native rock with a capacity of 15,000 cubic meters (1 cubic meter=35.314 cubic feet).

From this reservoir the water will be dropped through pipes of 6 feet in diameter upon a battery of double turbines which will be directly connected with four electric generators of modern design. The plant is designed to supply power for irrigation works, mining plants, and light and power for the district lying between Manila and the generating station. It is estimated that the power available after deducting the losses in transmission and transformation will be approximately 14,000 horsepower.

PORTUGUESE WEST AFRICA.

[Vice Consul Harry A. McBride, Boma, Kongo, May 11.]

Construction Work on Benguela Railway, Angola.

The war has delayed construction work on the Benguela Railway, extending from Lobito Bay, Angola, into the interior. Plate-laying has been entirely suspended for the present, but the construction of earthworks is being steadily pushed forward, and the bed is now ready for rails to be laid to a distance of 40 miles from the present railhead.

Thus only a relatively small amount of work remains to be done in order to complete the road as far as Belmonte, capital of the Bihe district, 390 miles from Lobito, the Atlantic port. It may, however, be many months before the rails and other material are received.

The railway has been in operation as far as Chinguar, 322 miles from Lobito, since the end of 1913, but owing to lack of funds further work of construction has been retarded.

[A detailed report on American trade prospects in Angola appeared in Daily Consular and Trade Reports for Oct. 1, 1914.]

SPAIN.

[Consul Willbur T. Gracey, Seville, June 8.]

Loan Authorized to Continue Seville Port Works.

The Spanish Government has authorized the issuance of a loan of \$2,084,400 to continue the dredging of the Alfonso XIII Canal and the port works of the port of Seville, which have been somewhat delayed by the lack of available funds. Of this loan, \$772,000 is to be floated immediately, the issue to consist of 8,000 shares of \$96.50 each, at 92 per cent, with interest free of taxes of 5.15 per cent.

The port improvements of Seville and the Guadalquivir River, previously described in Daily Consular and Trade Reports for July 2, 1912, and January 14, 1913, are extensive and have been carried on

for nearly five years. Dredging of a channel at the river mouth has been completed. Between the mouth of the river and the Alfonso XIII Canal the Tarifa Canal was cut for a distance of 2.9 miles.

The work on the Alfonso XIII Canal has been going on spasmodically for two years. The necessary dredging machinery is in place, but work has been hampered by subterranean springs. It is about two-thirds completed, and the present loan is expected to hasten the work.

A movable bridge over the canal has been proposed, and plans submitted by American firms are under consideration. The actual work will be done by Spanish builders.

The port works contemplate the improvement of the docks and some construction at Triana to prevent the overflowing of the river in flood seasons.

FOREIGN COTTON INDUSTRY AND SUPPLIES.

The following data on the condition of the cotton industry in foreign countries at the end of June, 1915, were gathered from the best sources available. The figures represent the number of cotton spindles and percentage of activity, mill consumption of cotton, supplies on hand, and the value of cotton goods on hand compared with June, 1914:

Countries.	Month ended June 30—	Cotton spindles.		Mill consumption of cotton (bales of 500 pounds).	Cotton on hand (bales of 500 pounds).	Cotton goods on hand (value in U. S. currency).
		Number.	Activity (per cent).			
Argentina.....	1914					\$25,000,000
	1915	6,000		300	800	14,000,000
British South Africa.....	1914					7,500,000
	1915					5,500,000
Canada: Maritime Provinces....	1914	82,100	65.77	918	4,084	602,675
	1915	82,100	71.13	1,048	2,547	574,150
China.....	1914	824,180	95.00	75,672		
	1915	1,022,952		87,795		
Chile.....	1914					4,000,000
	1915					2,500,000
Egypt.....	1914				a 207,389	
	1915				a 245,522	
France.....	1914	7,400,000	100	100,000	225,000	
	1915	7,400,000	b 90	45,000	(c)	
Italy.....	1914	4,570,000	93	60,000	250,000	
	1915	4,570,000	94	55,000	450,000	
Japan.....	1914	2,577,342	83	133,772		
	1915	2,708,650	90	131,454		
Peru.....	1914	67,800	70	(d)	(d)	
	1915	67,800	95	(d)		
Russia (for Moscow district) ...	1914	5,729,067	100		460,000	
	1915	5,729,067	100		399,000	
Spain.....	1914	2,037,432	60	31,064	124,500	
	1915	2,125,706	100	26,885	47,245	

a Cotton stock available for export in June.

b For Normandy.

c Normandy mills supplied for four months.

d Picking now on; estimated 1915 crop, 93,000 bales; mills will consume about 15,000 smooth.

Honey and wax production of the United States totals \$6,000,000 in value annually. One man in Southern California is reported to have ready for shipment 20 tons of comb honey from this spring's production.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers and signal letters designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the week ended July 10, 1915:

Name.	Official number.	Signal letters.	Tonnage.		Year built.	Where built.	Home port.
			Gross.	Net.			
SAIL.							
Bark:							
Paolina	213443	LFMB	1,337	1,198	1900	Porto Maurizio, Italy..	Mobile.
Schooner:							
Jessie	213450	LFMC	166	131	1914	Millbridge, Me	Machias.
Schooner barge:							
Wollaston	213435	LFKW	1,378	1,214	1915	Bath, Me	Fall River.
Sloop:							
Phoebe	213400		5	5	1901	Port Republic, N. J ..	Tuckerton.
POWER.							
Gas screw yacht:							
Cruz del Sur	213446		22	17	1915	Salisbury, Md	Philadelphia.
Kingfisher	213438		27	24	1909	Brooklyn, N. Y.....	New York.
Gas screw:							
Bishop	213451		10	10	1885	Patchogue, N. Y.....	Patchogue.
Carrie I	213445		10	10	1909	College Point, N. Y..	Do.
Clay	213432		12	11	1915	Manette, Wash.....	Seattle.
Ethel	213436		8	6	1915	Seattle, Wash.....	Do.
Fay	213447		10	9	1914	Sturgeon Bay, Wis....	Milwaukee.
Florence	213433		14	9	1915	Coyle, Wash.....	Seattle.
Globe Jr.	213448		11	10	1903	Racine, Wis.....	Milwaukee.
Kathleen	213437		5	5	1903	Mayetta, N. J.....	Tuckerton.
Mayflower	213449		12	11	1915	Detroit Harbor, Wis..	Milwaukee.
Reba Grant	213439		7	7	1901	Port Republic, N. J..	Tuckerton.
Skukum	213434		8	7	1915	San Diego, Cal.....	San Diego.
Tango	213444		6	5	1915	Port Townsend, Wash	Seattle.
Thurow	213441		17	11	1915	Lake Bay, Wash.....	Do.
Steam screw:							
Mexpet	213452		237	161*	1915	Port Richmond, N. Y.	New York.
State of New York.	213442		53	36*	1909	Buffalo, N. Y.....	Buffalo.
UNRIGGED.							
Barge:							
Kennebec	166067		473	473	1915	Chesapeake City, Md..	Philadelphia.
Summitville	166070		471	471	1915	Rondout, N. Y.....	New York.
Tallassee	166073		5	5	1913	Tallassee, Tenn.....	Chattanooga.
Scow:							
O. F. P. Co. 1.....	166066		35	35	1915	Everett, Wash.....	Seattle.
Rose No. 7.....	166071		16	16	1915	Eagle Harbor, Wash..	Do.
Rose No. 8.....	166072		16	16	1915	do	Do.
Canal boat:							
McAndrew Bros.....	166069		120	107	1901	Whitehall, N. Y.....	Rouses Point.
House boat:							
Dot	166068		10	10	1900	Manahawkin, N. J....	Tuckerton.

* Foreign-built vessel admitted to American registry under the act of Aug. 18, 1914.

The total number of foreign-built vessels admitted to American registry under the act of August 18, 1914, to July 10, 1915, was 151, of 530,361 gross tons.

SAILING DIRECTIONS FOR PANAMA CANAL.

A revised edition of Sailing Directions for the navigation of the Panama Canal has just been issued by the canal administration. It contains quarantine and customs regulations; requirements as to tonnage certificates, measurement, tolls, deposits, etc.; agents' and other information concerning shipping; supplies and other services; prices and charges; signals and signal stations; aids to navigation; tables of distance and time saved, and other important data. While the booklet is for free distribution it is intended—the supply being limited—only for those specifically interested. Application for copies of Sailing Directions should be made to the Panama Canal, Washington, D. C.

IMPORTS AND EXPORTS OF COPPER.

Imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan during the week ended July 3 1915, were as follows:

IMPORTS.

Countries.	Ore, matte, and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>
Canada	512,641	50,219	1,313,558	233,391
Chile	2,581,331	248,397		
Peru	74,578	5,894	1,785,733	200,625
Chosen	65,413	5,233		
Total	3,233,963	309,743	3,099,286	434,016

DOMESTIC EXPORTS.

Countries.	Ore, matte, and regulus.		Pigs, ingots, bars, plates, and old, etc.	
	<i>Tons.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>
France			3,265,477	598,284
Italy			1,608,046	288,240
Netherlands			287,772	57,146
Russia			1,120,381	190,500
Spain			237,355	44,758
Sweden			672,727	127,820
England			3,137,784	547,372
Scotland			235,626	42,829
Canada	506	7,922	7,011	1,340
Nicaragua			390	74
Mexico			4,900	1,346
Brazil			2,251	433
Total	506	7,922	10,579,720	1,900,142

RESCUE WORK OF THE LIGHTHOUSE SERVICE.

On May 19 the officers and crew of the tender *Zizania*, Herbert M. Ingalls, master, rendered assistance in fighting a forest fire at Stapler Point, Freeport River, Me.

On May 20 Clinton P. Honeywell, keeper, and his assistants, of Cape Canaveral Light Station, Fla., assisted to shore the crew of the wrecked yacht *Loando*.

On May 23 Alonzo J. English, keeper, and an assistant, of Harbor Island Bar Light Station, N. C., with the aid of their power boat, towed the lumber-laden schooner *Davis* off a bar near the light station.

On June 8 Pollock Rip Blue Light Vessel No. 73, Mass., Rufus T. Chase, master, picked up two men who had gone adrift from a fishing schooner. On the same date Pollock Rip Light Vessel No. 47, Mass., William G. Collins, mate in charge, picked up six men who had gone adrift from the same schooner during the fog.

Evidence of the interest being manifested on all sides in the better commercial training of the school youth of the United States appears in an advertisement in the current issue of a well-known trade journal, which seeks a teacher of salesmanship for a high-school salesmanship training class about to be inaugurated.

COTTON STATISTICS FOR JUNE.

The following table shows the cotton consumed, cotton on hand, and active cotton spindles in the United States for the month of June, 1915 and 1914, with statistics of cotton consumed for the eleven months ending with June. Linters are not included. (The statistics of cotton in this report are given in running bales, counting round as half bales, except foreign cotton, which is in equivalent 500-pound bales.)

Locality.	Year.	Cotton consumed during (bales).		Cotton on hand June 30.		Cotton spindles active during June (number).
		June.	11 months ending June 30.	In manufacturing establishments (bales).	In independent warehouses (bales).	
United States	1915	514,800	5,100,322	1,622,499	2,085,347	31,220,592
	1914	446,145	5,177,745	1,156,599	630,487	30,948,048
Cotton-growing States	1915	273,969	2,761,018	699,724	1,716,933	12,692,810
	1914	236,160	2,730,018	465,008	436,094	12,352,870
All other States	1915	240,831	2,339,304	922,775	368,409	18,527,782
	1914	209,985	2,447,727	691,591	194,393	18,595,178

* Includes of foreign cotton 22,515 bales consumed, 100,955 bales on hand in manufacturing establishments, and 30,058 bales in independent warehouses.

Linters not included above were 54,683 bales consumed during June in 1915 and 26,993 bales in 1914, 195,149 bales on hand in manufacturing establishments on June 30, 1915, and 88,883 bales in 1914, and 106,029 bales in independent warehouses in 1915 and 35,908 bales in 1914. Linters consumed during 11 months ending June 30 amounted to 350,025 bales in 1915 and 285,189 bales in 1914.

Imports and Exports of Cotton and Linters.

The imports and exports of cotton into and from the United States during June, 1914 and 1915, and for the 11 months ending June, follow.

Imports of foreign cotton (500-pound bales) during—					Exports of domestic cotton and linters (running bales) during—				
Country of production.	June—		11 months ending June 30—		Country to which exported.	June—		11 months ending June 30—	
	1915	1914	1915	1914		1915	1914	1915	1914
Total..	39,129	49,010	346,571	237,198	Total..	322,905	295,578	3,299,816	9,024,590
Egypt.....	20,154	11,938	228,538	125,277	United Kingdom.....	118,890	121,728	3,712,502	3,412,068
Peru.....	1,314	1,010	10,165	12,185	Germany.....	80,639	242,661	2,744,672	2,744,672
China.....	4,235	2,122	22,713	17,434	France.....	43,941	11,423	655,421	1,084,005
All other countries.	13,426	33,940	85,155	82,302	Italy.....	38,103	30,349	1,058,572	492,422
					All other countries.	121,971	51,441	2,632,660	1,291,423

* Figures for 1915 include 13,065 bales of linters exported during June and 204,747 bales for 11 months ending June 30. The distribution for June is as follows: United Kingdom, 1,136; Germany, none; France, 8,955; Italy, 221; and all other countries, 2,728.

World Statistics.

The world's production of commercial cotton, exclusive of linters, grown in 1913, as compiled from published reports, documents, and correspondence, was approximately 22,255,000 bales of 500 pounds net. The consumption of cotton (exclusive of linters in the United

States) for the year ending August 31, 1914, was approximately 21,223,000 bales of 500 pounds net. Except for the United States, cotton included in this amount refers almost exclusively to that used in spinning and does not include large quantities which are consumed in the manufacture of felts, bats, etc. The number of active consuming cotton spindles during that year was 146,397,000.

SPANISH RUBBER-HEEL MARKET UNDEVELOPED.

[Consul Wilbur T. Gracey, Seville, Spain, June 7.]

The demand for rubber heels in Seville does not appear to be large. They have never been largely advertised and there is a belief that they wear out more rapidly than leather heels. Sidewalks in this city are few and all are narrow, while the streets, made of cobblestones, with wide interstices between the stones, are used extensively by pedestrians.

Heels of black rubber are the only ones seen here. For women's use the most popular heel is a round one, fixed to the shoe by a screw in the center. Almost all have a corrugated or "nonslip" surface. The cheapest grade is most desired, as price is considered before quality.

Selling Prices of Heels—Requirements of Trade.

Heels are sold here at 1 peseta per pair (1 peseta=19.3 cents), an extra charge being made for putting them on the shoes. There are no direct importers, supplies for the stores being obtained through middlemen in Barcelona, and it is doubtful if there would be sufficient demand to make direct purchases advisable. If arrangements for parcel post or express could be made, purchasing direct in small shipments, a trade might be built up, but at present the only method of sending small parcels is by mail at letter rates.

Quotations on goods of this class should be made in pesetas, as this is the currency in which quotations are made by other countries. Net prices should be given f. o. b. port of shipment in the United States, or, better still, c. i. f. Seville. Firms here receive credits on this class of goods of from 30 to 90 days when purchasing from other European countries. Payments for American goods are usually made by draft through London or Paris.

The quality of American goods of this class is better than those received here. A type which finds favor in Seville is one having an inset of leather in the center. Heels with a fiber inset, such as are sold in the United States, I do not find here.

Lower Freight Rates from European Ports.

The freight rates on goods from England and other European sources are approximately 30 per cent lower than from the United States in normal times. Goods are packed in cartons. The conditions in Cadiz are almost identical with those in Seville. The latter is the center for distribution in the Provinces of Seville, Cadiz, Cordoba, Caceres, and Badajoz. There should be a larger sale of these goods here, and an increase might result if the heels were advertised as in the United States. [Lists of shoe dealers in Seville and Cadiz may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

CURRENCY DEPRECIATION AND THE BRAZILIAN TARIFF.

[Commercial Attaché Lincoln Hutchinson, Rio de Janeiro, June 1, 1915.]

All Brazilian duties are now payable 35 per cent in paper milreis (the depreciated currency of the country) and 65 per cent on a gold basis at the fixed rate of 27 pence (54.75 cents) to the milreis. The paper portion of the duty is paid in the ordinary currency of the country, while the gold portion can be paid only in what are known as gold "vales," which must be purchased in exchange for paper at the Banco do Brasil. The bank fixes the rate in paper at which it will sell these "vales," and the effect of the decline in the value of the paper milreis on the amount of duty payable depends upon the price at which the "vales" are thus sold. For some years the bank has accepted paper milreis in exchange for "vales" at a rate of 16 pence (32.44 cents) per milreis, but last autumn, after the serious rise in exchange set in, a change was made to 15 pence (30.42 cents). Very recently another alteration has been made and the rate is now 14 pence (28.39 cents). An importer, therefore, desiring to purchase gold "vales" (worth 27 pence per milreis) with which to pay the gold portion of his duties, now pays for them in paper milreis at the rate of 14 pence per milreis, whereas formerly paper was accepted at the rate of 16 pence to the milreis. In other words, a "vale" which will be received at the customhouse as worth 1 gold milreis formerly cost the importer $1\$6875$ ($27/16 \times 1\$000$) in paper, and now costs him $1\$928$ ($27/14 \times 1\$000$).

The extent to which the fall in the value of the paper milreis affects the amount of duty collected will vary somewhat in the case of specific rates, according to the "razão" (the ad valorem equivalent of a specific rate calculated on an official valuation), and in the case of ad valorem rates, according to the relation between the port improvement surtax of 2 per cent in gold, which is a constant factor, and the rate itself. Thus it will be seen from the examples shown below that the increase in duty, calculated in milreis, is greater in the case of specific rates for those with a lower "razão," and in the case of ad valorem rates for the lower rates.

The following examples will illustrate the method of calculating duties in Brazil and the effect of the decline in the official value of the paper milreis:

AD VALOREM RATES OF DUTY.**EXAMPLE A.**

A shipment valued at \$1,967.33. Duty, 50 per cent ad valorem.

According to the Brazilian tariff, the value must be stated in milreis at 12 pence, the official rate of conversion being $\$1=4\120 , so that the value of the shipment in milreis becomes 8:105\$400, and the amount of duty at the nominal rate of 50 per cent, 4:052\$700.

	Former duty in paper.	Present duty in paper.
65 per cent of 4:052\$700 (paper)-----	2: 634\$255	2: 634\$255
35 per cent of 4:052\$700 (gold)-----	* 2: 393\$626	* 2: 734\$762
Warehouse charge, 2 per cent of 8:105\$400 (paper)-----	162\$108	162\$108
Port charge 2 per cent of 8:105\$400 (gold)----	* 273\$557	* 312\$544
Total-----	5: 463\$546	5: 843\$669
The present duty shows an increase of 380\$123, or 6.96 per cent.		

* At the rate of 1\$6875 paper to the gold milreis.

* At the rate of 1\$928 paper to the gold milreis.

EXAMPLE B.

A shipment of machinery from New York to Rio de Janeiro. Duty 15 per cent ad valorem.

Value f. a. s. New York.....		\$9,538.79
Freight and insurance.....		819.27
Value c. i. f. Rio de Janeiro.....		10,358.06
\$10,358.06 at 4\$120=42:675\$210; 15 per cent of 42:675\$210=6:401\$280.		
	Former duty in paper.	Present duty in paper.
65 per cent of 6:401\$280 (paper).....	4:160\$830	4:160\$830
35 per cent of 6:401\$280 (gold).....	a 3:780\$760	b 4:319\$580
Warehouse charges, 2 per cent of 42:675\$210 (paper)	853\$500	853\$500
Port charges, 2 per cent of 42:675\$210 (gold).....	a 1:440\$230	b 1:645\$550
Total.....	10:235\$370	10:979\$460

The duty is increased by 744\$090, or 7.27 per cent.

SPECIFIC RATES OF DUTY.

EXAMPLE C.

A shipment of 1,420 kilos of unpainted ironwork from New York to Rio de Janeiro. Duty, 400 rels per kilogram; razão, 50 per cent. Official valuation, 1:136\$000; nominal duty, 1,420 kilos at 400 rels=568\$000.

	Former duty in paper.	Present duty in paper.
65 per cent of 568\$000 (paper).....	369\$200	369\$200
35 per cent of 568\$000 (gold).....	a 335\$475	b 383\$286
Warehouse charge, 2 per cent of 1:136\$000 (paper)	22\$720	22\$720
Port charge, 2 per cent of 1:136\$000 (gold).....	a 38\$340	b 43\$804
Total.....	765\$735	819\$010

The duty is increased by 53\$275, or 6.96 per cent.

EXAMPLE D.

Shipment of 1,800 kilos of indigo. Duty, 1\$200 per kilo; "razão," 20 per cent. Official valuation, 10:800\$000; nominal duty, 1,800 kilos at 1\$200=2:160\$000.

	Former duty in paper.	Present duty in paper.
65 per cent of 2:160\$000 (paper).....	1:404\$000	1:404\$000
35 per cent of 2:160\$000 (gold).....	a 1:275\$750	b 1:457\$568
Warehouse charge, 2 per cent of 10:800\$000.....	216\$000	216\$000
Port charge, 2 per cent of 10:800\$000 (gold).....	a 364\$500	b 416\$448
Total	3:260\$250	3:494\$016

The duty is increased by 233\$766, or 7.17 per cent.

In general it may be stated that the fall in the value of the milreis and the consequent lowering of the rate at which the Banco do Brasil will receive paper milreis in exchange for gold "vales" has caused an increase in duties of about 7 per cent. If the low rate of exchange now prevailing (about 12½d.) should continue and the Banco do Brasil should still further lower the rate at which it will receive paper, the duty will, of course, be still further increased.

Confusion sometimes arises in discussing this subject through estimating the duties in gold, in which they would be paid in a

^a At the rate of 1\$6875 paper to the gold milreis.

^b At the rate of 1\$928 paper to the gold milreis.

gold-standard country such as the United States, instead of in paper, in which they are virtually paid in Brazil. For instance, in the last example above the duty of 3:260\$250 at the rate of 16d. to the milreis, in effect prior to the outbreak of the war, would cost the importer in American gold \$1,057.62; while the present duty of 3:494\$016 at the present rate (say, 12½d.) would cost only \$873.50, and the conclusion is sometimes drawn that the duty has therefore been greatly reduced. This, however, is true only in a very restricted sense. The importer here brings in goods in order to sell or use them in the country. His returns on his business come to him in paper milreis or their equivalent, and if the duties which he has been obliged to pay in paper are increased he must sell at a higher price or suffer a reduction in his profits. It is, of course, true that persons here whose income is in gold, or in gold credits, such, for instance, as salaried officials of foreign corporations or governments, or coffee producers who sell their product in foreign gold-standard countries, can buy paper milreis at lower rates than when exchange stood at 16d.; and if they are importing goods for any purpose are obliged to pay out less of their gold (or their gold credits) in order to cover the amount of the duties; but this is merely a part of the general advantage which comes to anyone whose income is in gold and whose expenses are in paper in a country where the paper currency is depreciating. The great bulk of importing business is done by men whose income and expenses are both in paper and who therefore derive no such benefit from a rise in gold values.

CHILE'S REVENUE AND EXPENDITURES.

[Commercial Attaché V. L. Havens, Santiago, June 12.]

In the course of his address at the opening of the newly elected National Congress of Chile the President of the Republic made the following statements relative to the country's income and expenditures:

The ordinary receipts of 1914 were 151,000,000 paper pesos (\$24,160,000 United States currency) and 61,200,000 pesos Chilean gold (\$22,338,000 United States currency), and the expenses 208,100,000 paper pesos (\$33,296,000 United States currency) and 67,500,000 pesos Chilean gold (\$24,637,500 United States currency).

The estimates of expenses for the calendar year 1915 are 187,372,606 paper pesos (\$29,979,617) and 48,395,598 pesos Chilean gold (\$17,664,392). The estimated income for the year is 116,500,000 paper pesos (\$18,640,000) and 40,000,000 pesos Chilean gold (\$14,600,000), which would indicate a deficit for 1915 of about \$14,400,000 United States currency.

The external debt on January 1, 1915, was £33,277,040 (\$161,942,715) and the internal debt in paper equivalent to £5,190,744 (\$25,260,755), or a total of nearly £10 (approximately \$50) per capita.

The customs revenue for 1914 was less than in 1913 by 45,000,000 gold pesos (\$16,425,000 United States currency), 20,000,000 pesos (\$7,300,000) of which was due to decreased imports in general and 25,000,000 pesos (\$9,125,000) to the falling off in nitrate exports.

FIRST FOREIGN CATTLE SHIPMENT THROUGH NEW ORLEANS.

[Commercial Agent E. E. Judd, New Orleans, La., July 9.]

The first shipload of foreign cattle that has entered the port of New Orleans arrived to-day, the steamship *Cratheus* unloading 697 head from Puerto Barrios, Guatemala.

This shipment was an experiment, and it is expected that its success will mean the importing of several thousand head through this port and possibly the permanent opening of New Orleans as a cattle port.

The Raffety Cattle Co., which made the shipment, has been working in Honduras and Guatemala for several years to build up a permanent cattle business. Blooded bulls have been imported and given to the cattle breeders, and other assistance has been given to improve the grade of stock.

This company, which is closely connected with the National Stock Yards of East St. Louis, has a concession from the Government of Honduras which gives it a monopoly of the cattle-exporting business. A member of the firm also owns feeding grounds in Guatemala. To thoroughly test out the possibility of marketing Central American cattle the company has purchased over 5,000 head in Guatemala for export to this country, of which the cargo of the *Cratheus* is the first installment. These cattle are Honduran stock fattened in Guatemala, and ready for market when shipped. It is probable that later on the company will ship stockers and feeders direct from Honduras, fattening them in this country.

Local commercial bodies have for some years given much attention to the subject of making New Orleans an entry port for cattle from the Caribbean district. Quarantine regulations, however, have blocked the way and their efforts have been without result.

This shipment was made by special permission of the United States Department of Agriculture, which sent two specialists to Guatemala to examine the cattle. The animals were dipped twice before shipping, and will be held in quarantine in New Orleans for five days before being forwarded by rail to the National Stock Yards at East St. Louis.

SHORTAGE OF SUGAR IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 4.]

There is a shortage of sugar in this part of the world, and there is some anxiety on the part of the consumer. The Colonial Sugar Refining Co. is bringing in the sugar production from the Fiji Islands and hopes to be able to nearly meet the demands. The above company practically has control of the sugar market of Australasia.

This company entered into an agreement with the New Zealand authorities the first of the year that the price of sugar should not be above \$97.33 per ton of 2,240 pounds before June 30, 1915, and now it is understood that any advance shall not exceed 1 cent per pound.

Also it is understood that there will be no opposition on the part of the above company to imports of sugar through other channels. Here is an opening for American sugar.

INDUSTRIAL NOTES FROM CHILE.

[Commercial Attaché V. L. Havens, Santiago, June 1 and 12.]

Water-Power Development.

Studies are being continued for the development of water power on the Aconcagua, Maipo, Cachapoal, Laja, and Cautin Rivers, which will form the basis for future industrial expansion.

Ismael Morandé has been granted a concession of 8 cubic meters (2,115 gallons) of water per second from the river Aconcagua for motive power for a cement factory at La Calera and for exploiting the Filomena mine.

Seven hundred cubic meters (184,920 gallons) of water per day from the River Loa has been granted to Herman Jochheim for working nitrate in the Candelabra mine up to a production of 3,024,000 quintals (306,663,800 pounds) per year.

Irrigation Projects—Spinning and Weaving Company.

There are in Chile 19,000,000 hectares (46,950,000 acres) susceptible of immediate cultivation. There are about 1,000,000 hectares (2,470,000 acres) irrigated, but 2,000,000 (4,940,000 acres) are susceptible to irrigation, and it is hoped that the construction of the Aconcagua, Maule, Melado, and Laja projects, authorized by law 2953 of December 9, 1914, and approved by the affected landowners, will be carried out as soon as possible.

A stock company, with residence in Santiago, has just been formed to spin and weave cotton and woolen fabrics and to develop allied lines. The capital of the new company is approximately \$400,000 United States gold. There were 18 similar factories in Chile in 1914 with a combined capital of \$2,300,000 United States gold.

EXPANSION OF JAPANESE SHIPPING LINES.

[Consul General George H. Scidmore, Yokohama, June 15.]

By about June 28, states the "Chugai Shogyo Shimpo" (Tokyo), the Nippon Yusen Kaisha will call an extraordinary general meeting of its shareholders with the object of settling the long-pending question of increasing its capital and the attendant problems regarding dividend. How these questions are to be solved is kept strictly secret, and what the Tokyo paper has to say for a certainty is simply that the steamship company will double its present capital of 23,000,000 yen (\$11,952,000).

According to the "Japan Advertiser" of June 15, 1915, the proposal for an increase of the capital of the Nippon Yusen Kaisha will be submitted for consideration at the general meeting of the shareholders to be called June 30. The project of the authorities and large shareholders of the company is to double the present capital of 23,000,000 yen (\$11,952,000), the new capital to be divided into 460,000 shares of 100 yen (\$49.80) each, the shares to be taken up by the present shareholders of the company.

There is no doubt but that this proposed increase of capital will be carried out.

TRADE-EXTENSION WORK IN CANADA.

[Consul Julius D. Dreher, Toronto, July 2.]

Since the beginning of this year this consulate has forwarded seven foreign trade opportunities. Five were for cotton and woolen goods, dress goods, high-class goods for women's dresses and men's suits, cheap trouserings, serges, tweeds, hosiery, underwear, etc. The firms for which these opportunities were published report that though some letters were received no business was done, owing chiefly to the war increase of $7\frac{1}{2}$ per cent ad valorem in the tariff, which makes the tariff $42\frac{1}{2}$ per cent on nearly all the goods enumerated. From the small number of responses to these trade opportunities it appears that American exporters must have all the Canadian business they can handle in these articles under existing conditions.

One business man of Toronto reported to this consulate a few weeks ago that he was successfully selling drugs and drug sundries, the agencies for which he obtained through Foreign Trade Opportunities Nos. 13868 and 14347 (published in 1914).

A knitting mill of South Carolina recently wrote that through correspondence with this consulate that it had secured an agent in Toronto for Ontario and Western Canada. This agent says that in spite of the heavy Canadian tariff handicap he expects to sell goods for this mill, which can manufacture very cheaply.

Under date of June 22, a hair curler company of Philadelphia, with which this consulate has been in correspondence, wrote that a selling agency for its goods had been established in Toronto for the Province of Ontario.

As a result of correspondence with this office, an electric and engineering company of Cleveland, Ohio, is planning to establish a selling agency in Toronto, and to this end an officer of the company is about to visit this city.

During the last quarter this office has endeavored to reply carefully to all commercial inquiries, most of which were requests for names of dealers in certain lines of business.

During the quarter there were published in **COMMERCE REPORTS** 20 reports of various kinds from this office, including the annual report on Ontario, which appeared May 12. Reference is made to the last paragraph on page 12 of that report as an explanation of the limited use made of this consulate by American manufacturers and exporters.

WOOLEN-CLOTH ORDERS IN JAPAN.

[Extract from Japan Chronicle of June 11, by Consul General George H. Seidmore, Yokohama.]

Russian orders for woolen cloth so far received by Japanese wool-weaving companies have amounted in value to about \$4,980,000. The unfulfilled part of these orders is to be executed by the end of August. There has now arrived a third batch of similar orders from Russia, and the Japan Wool-Weaving and other companies are now considering the terms on which to book them. The increased demand for wool has created great pressure in the wool market. Japanese wool weavers therefore demand an increase in price of 15 to 20 per cent on the new orders, and, according to the Asahi (Osaka), are conducting negotiations to that end.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

Chocolate, No. 17520.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in England who desires to communicate with American manufacturers and exporters of milk chocolate in blocks for the confectionery trade.

Knitted underwear, hosiery, etc., No. 17521.—An American consular officer in Scotland transmits a letter from a business man in his district who desires to communicate with American manufacturers of clothing for women, knitted underwear, hosiery, etc., with a view to securing an exclusive agency for these lines. The man states that he is able to supply good reference.

Cloth, No. 17522.—One of the foreign legations in Washington, D. C., writes the Bureau of Foreign and Domestic Commerce relative to an opportunity for the sale of woolen military cloth. An official of the legation states that he will supply samples and additional information.

Hardware, haberdashery, etc., No. 17523.—The Department of Commerce is in receipt of a letter from a business man in Denmark stating that he desires to establish commercial relations with American manufacturers and exporters of hardware, haberdashery, machinery, etc. He states that he is well established in the markets of Denmark, Norway, Sweden, Finland, and Russia. He desires to secure exclusive agencies for Denmark, Norway, and Sweden, but buys on his own account for export to Finland and Russia. References are offered.

Telephone materials and printing machinery, No. 17524.—Mr. Kwan Po Pin, manager Chinese Telegraph Supply Department, No. 27 Markham Road, Shanghai, China, has invited tenders for telephone material and printing machinery. Bids will be received until August 20, 1915. Specifications, requisition sheets, and other information may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

General representation, No. 17525.—A business man in France writes that he desires to represent American manufacturers and exporters who desire to enter the French markets. He does not specify any particular line. He states that he has had 20 years' experience in commission, export, and import business, and is conversant with advertising and general commercial conditions.

Paper, No. 17526.—A company in India informs an American consular officer that it desires to be placed in communication with American manufacturers of paper of all kinds. Samples and prices are desired. Quotations should be made c. i. f. destination, if possible. The firm states that it is in a position to furnish desirable references. Correspondence may be in English.

Fertilizers, No. 17527.—An American consular officer in the Malay Peninsula reports that there are increasing inquiries at the consulate for fertilizing materials. He desires to be supplied with full information relative to prices, etc.

Agricultural implements, etc., No. 17528.—An American consular officer in India reports that a company in his district desires to be placed in communication with American manufacturers of agricultural implements, carpenters' tools, etc. Illustrated catalogues, prices, discounts, and terms of sale should be sent at once. Quotations should be made c. i. f. destination. The firm states that it will furnish references. Correspondence may be in English.

Underwear, No. 17529.—A firm in England writes an American consular officer that it desires to receive samples and full information relative to cheap lines of woven underwear for men.

Chewing gum, No. 17530.—A trading company in India informs an American consular officer that it desires to receive names and addresses of American manufacturers of chewing gum. Prices, discounts, terms of sale, and full information should be supplied. Quotations should be made c. i. f. destination. Correspondence may be in English. The firm will supply references.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
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NEW MARSEILLE-AMERICAN STEAMSHIP LINE.

[Consul General A. Gaullin, Marseille, France, June 22.]

The Société Générale de Transports Maritimes à Vapeur, of Marseille, will inaugurate on June 25 a regular service between this port and New Orleans and Norfolk. Two steamers—the *Mont Pelvoux* and the *Mont Viso*—each with a cargo capacity of 6,500 gross tons, will be the only two liners in this service until the traffic justifies an increase of the fleet. These steamers will call at Habana and various West Indian ports during the July-December season. Sailings will take place about every six weeks.

It is also stated that the company is planning to establish a line between Marseille and San Francisco, but no definite decision has yet been taken in regard to this matter. The importation of American coal is expected to be one of the features of the new service referred to. It also means a possible increase of lumber imports in southern France.

SPANISH IMPORT DUTY ON WHEAT AND FLOUR.

[Cablegram from American ambassador, Madrid, received July 11, 1915.]

Import duties of 2 pesetas per 100 kilos (\$0.175 per 100 pounds) on wheat and 5 pesetas per 100 kilos (\$0.438 per 100 pounds) on wheat flour are to be imposed on all shipments leaving the port of embarkation after July 31, 1915. [Wheat and wheat flour were temporarily exempted from import duty and transport tax in Spain by decree of Mar. 5, 1915.]

CRANBERRY CROP SHORTAGE.

Reports from the cranberry sections of Cape Cod, New Jersey, and Wisconsin state that in consequence of the cold weather a few weeks ago the cranberry crop will be short. Last season there were 625,000 barrels from these three sections, but according to best estimates now the coming crop will not exceed 400,000 barrels.

AMERICAN CLAY FOR AMERICAN POTTERIES.

Statements having been published by importers to the effect that certain foreign clays were essential in the manufacture of certain goods in this country, American producers of clays brought the matter before the Department of Commerce, alleging that investigation would show that the foreign materials are not essential in the manufacture of the lines in which they have hitherto predominated.

The subject was referred to the Clay Products Section of the Bureau of Standards, and the following statement has been prepared by Prof A. V. Bleining, who is the ceramic chemist in charge of this section. It has important significance for American users of the goods described.

GLASS-POT AND CRUCIBLE CLAYS.

In the manufacture of glass pots, tank blocks, graphite crucibles, and similar refractories a certain amount of plastic clay is required for the purpose of bonding together the grains of calcined material, ground pot sherds, and previously burned fire clay, which constitute from 50 to 60 per cent of the mixture used.

The requirements of pot clays are very exacting and may be summarized as follows: First, sufficient refractoriness to withstand the high heat of the furnaces, under the pressure of the liquid charge, without showing deformation; second, great plasticity and bonding power, making possible the cementing together of the grains of calcined material to a compact mass; third, possession of considerable mechanical strength, especially in the dried state; fourth, the quality of becoming dense at comparatively low temperatures in order to produce a structure impervious to the liquid glass or metal and resisting their corroding influence; fifth, the property of retaining a sound structure, free from vesicular development, upon long continued heating; sixth, the quality of drying and firing safely without cracking or checking.

These requirements are very severe and are possessed by comparatively few clays. The materials which have been found most satisfactory by years of practical experience are a number of European clays, principally those from Gross Almerode, Klingenberg, Schipbach, and the Westerwald district in Germany, and from Belforce and the Ardennes region in Belgium. These clays possess the properties demanded of glass refractories to a remarkable degree. Still it has been found possible for a number of years to use in many places a mixture composed of a larger quantity of American plastic clay from Missouri (St. Louis) and a smaller quantity of the imported clay with satisfactory results.

During the first six months of the war the supply of European glass-pot clays was fairly regular, but shipping conditions have become very much more difficult at the present time, and as a result the demand for these materials can not be satisfied. This condition is an embarrassing one for the glass and the crucible industries, and the question of replacing the foreign clays by American materials must receive immediate attention. A review of the situation tells us that the case is not as hopeless as it has been represented to be by some, and the cessation of the clay imports certainly can not be said to have

a disastrous effect on the industries involved. The use of domestic clays already known will enable manufacturers to continue operations, although it is quite possible that until the best possible mixtures of clays can be worked out the production cost will be increased, due to the shorter life of the glass pots and crucibles. In the end the necessity of using domestic clays, which are cheaper and more easily obtained, would be a distinct benefit to the industries.

Recent tests of American plastic fire clays have shown that some of these approach the imported clays in quality, but are still lacking in one or another respect. No single American clay so far examined has been found to be a perfect substitute for the gross almerode and related clays, even though it may be superior in some of its properties. It is, however, not improbable that such a material may be found sooner or later. This condition need not be at all discouraging, since the problem can be solved by the use of a mixture of several American clays, each of which contributes its share toward the development of a suitable structure. The deficiencies of any one clay may thus be compensated for by the others.

This practice has been followed by the German pot makers with good success, and in some compositions as many as six clays are being used. A further advantage gained in this way is the fact that natural variations in composition and properties which occur in practically all clay deposits do not become so important as when only one material is used, for it is improbable that all clays should change in the same direction at the same time.

Owing to the fact that American manufacturers have already acquired an extensive experience in the use of the Missouri plastic fire clays which have been found to be valuable glass-pot materials it should not be a difficult task to supplement them with certain other clays which are available. It can not be expected that pots and crucibles of the highest quality can at once be manufactured. The experience being gained must be paid for during the period of development by the possible shorter life of the pots and unavoidable accidental defects which are apt to occur until the best possible proportions have been established. This is a temporary condition which can hardly be avoided. It is important at the same time that close cooperation between the glass manufacturers and the makers of pots be maintained and that systematic research be supported akin to the practice prevailing in the German industries. The prejudice to experimental work now existing in the industries under discussion should be overcome.

With reference to the sources of plastic fire clay in the United States, there are available, besides the Missouri clays, very strong and refractory ball clays in Tennessee and Kentucky, more siliceous but exceedingly plastic materials in Arkansas, excellent soft fire clays in Pennsylvania and southern Ohio, several ball clay-like deposits in southern Illinois, and the various plastic refractory materials of New Jersey. These clays represent a considerable range of properties, and when suitably combined should give results closely approaching those obtained by the use of the European clays.

There might be added that artificial improvement in such physical properties as plasticity, bonding power, shrinkage, strength in the dry state, etc., is not at all impossible through the use of small quan-

tities of reagents like tannic acid and other organic substances, as well as inorganic salts, procedures which have been pointed out in recent experimental work.

In concluding this discussion the situation might be summarized by stating that the lack of imported pot and crucible clays can by no means be called an industrial disaster and their replacement would offer no grave difficulties.

CROPS IN RHINE DISTRICT.

[Consul Milo A. Jewett, Kehl, Germany, June 23.]

In this region the past period of four weeks has been the warmest and driest period of like date for several years. At present writing, with a falling barometer, increasing cloudiness, and a few drops of rain, it looks as though the long spell of dry weather may be coming to an end. Since May 21, a period of 33 days, there has been in this region only two or three short showers. In some places these showers were heavy and accompanied by very strong wind and severe hailstorms, which lodged the grain and destroyed much small fruit. In some regions as high as 60 per cent of the young apples, pears, and plums, already stunted by the long drought, were knocked from the trees.

Most of the hay in this district has been cut and gathered under very favorable conditions. The hay crop was large, but the second and third cuttings which were anticipated a month ago now appear very uncertain, as the grass has grown very little owing to the dry weather since the fields were first cut.

Winter grains still look well and promising, but spring grains are making little straw and filling out poorly.

The dry weather has had an unfavorable effect on potatoes and other vegetables and fruits. The pea crop is below normal, and orders have been given that the peas must be allowed to ripen and not sold while green.

Hops are doing quite well.

LEASE OF THE SALAVERRY PIER.

[Commercial Attaché A. I. Harrington, Lima, Peru, June 22.]

Under the terms of a contract recently signed between the Peruvian Government and the Peruvian Corporation (Limited), as given in the local press, the Government leases the Salaverry Pier for 25 years, in consideration of which the corporation binds itself to (a) pay the Salaverry Pier Co., on behalf of the Government, the equivalent of \$60,600 United States gold, which was the amount agreed upon as the expropriation figure in the original contract made between the Government and the Salaverry Pier Co. on June 28, 1898; (b) extend the existing pier by not less than 165 feet and install two new winches within five months after taking over the property, investing not less than \$24,300 in the said works, which must be completed within one year on pain of a monthly fine of \$243 for additional time spent on the work; (c) loan without interest to the Peruvian Government the sum of \$77,865. The Government reserves the right to cancel the lease at the end of the first 10 years if it so desires.

BUYING PRICE OF COTTON REDUCED IN NIGERIA.

[Vice Consul Harry A. McBride, Boma, Belgian Kongo, May 20.]

Several years ago, in order to encourage the cultivation of cotton in Nigeria, the natives were offered fixed prices at which all the cotton they brought in for sale would be purchased. The British Cotton Growing Association's buying price at the port of Lagos has been 3 cents per pound, and, in addition thereto, a commission of one-fourth cent per pound is paid to the merchants who buy in small parcels from the native farmers, retaining their purchases until quantities large enough for shipment have been collected. These arrangements have been maintained for a number of years, but owing to the serious fall in the price of cotton, due to the European war, it has been found necessary to reduce the buying price, and it is proposed that the same at all stations along the Lagos-Kano Railway, should be fixed at $1\frac{1}{2}$ cents per pound of seed cotton. Persons interested in Nigerian cotton believe this reduction will not discourage the native growers.

In order to further reduce the expenses of buying and moving the crop the Government railway and the ocean steamship company have been requested to reduce their freight rates by 25 per cent and the merchants to reduce their buying commission by a similar amount. The merchants have already offered to lessen their commission by 50 per cent, and it is reported that the Government has agreed to reduce the freight charges on the Lagos-Kano Railway, by 25 per cent. A similar reduction is to be made by the steamship company (Elder Dempster & Co., Ltd.) on shipments of cotton from Nigeria to Liverpool. It is hoped in this manner to protect the industry from the unsatisfactory state of the cotton market caused by present conditions in Europe.

The year 1914 was a satisfactory one for the Nigerian cotton growers, though the production was slightly less than during the previous 12 months. The purchases in Lagos for the year amounted to 13,547 bales, as compared with 13,910 bales for 1913 and 9,146 bales for 1912. Purchases in northern Nigeria to the end of November, 1914, amounted to 653 bales, as compared with 1,552 bales for the corresponding period of the preceding year.

Reports state that the 1915 crop will be a late one, owing to the drought during the last planting season, but it is not possible at present to form an estimate of the size of the crop. Purchases at Lagos during January and February, 1915, amounted to only 165 bales, as compared with 2,480 bales for the like period of the previous year, while in northern Nigeria January purchases were 23 bales as against 65 bales in January, 1914, showing important decreases in both instances.

Lack of shipping facilities may be another drawback to the 1915 crop, as there is now a large accumulation of merchandise in the Government warehouses at Iddo, and difficulty in moving the cotton shipments has already been felt.

Between August 26, 1914, and April 15, 1915, reports Consul Robertson Honey, of Madrid, Spain exported 18,867 short tons of sugar to England, Morocco, Canary Islands, Fernando Po, Portugal, and South America.

PROPOSED IMPROVEMENT OF THE TRENT RIVER.

[Consul C. M. Hitch, Nottingham, England.]

The question of navigating the Trent River has been one of considerable interest to the people of Nottingham for more than a century. This river rises in north Staffordshire and flows northeast via the city of Nottingham to Newark; thence north via Gainsborough to the point where it empties into the River Humber a short distance from the city of Hull. From Nottingham to the point where the Trent empties into the Humber is about 80 miles. For boats of 100 to 120 tons burden the river is navigable from Newark to the Humber, a distance of 60 miles, at all seasons of the year.

It is now proposed by the city of Nottingham to deepen the river and construct a number of locks in the 20-mile stretch between Nottingham and Newark, so as to render this portion of the river likewise navigable at all times. The estimated cost of this work is £150,000 (approximately \$750,000). Several meetings have recently been held between the directors of the Trent Navigation Co. and the Municipal Council of Nottingham, and it is thought that the proposed work of deepening the river between Nottingham and Newark will be carried to completion, although its initiation may be somewhat delayed by the European war.

Acts of Parliament Affecting Company.

The original act of Parliament constituting the Trent Navigation Co. was passed in 1783. The Trent had been a navigable river probably from time immemorial, but up to the year named there had been no facilities for hauling and the navigation was carried on under very great difficulties. The act of 1783 authorized the company to "cleanse, scour, deepen, and improve the channel so that the same should always be of the depth of 27 inches perpendicularly in water."

The next act obtained by the Trent Co. was passed in 1794, by which powers were given to construct cuts at specified points, and also to construct a canal from the Nottingham Canal (which had been built under an act of 1792) to the River Trent at Beeston, so that boats might proceed direct from Nottingham to the Trent without having to go along the more tortuous and difficult course of the river lying between the mouth of the Nottingham Canal and Beeston. Various other acts of Parliament were passed at different times until the year 1887, when the act was passed under which the company as now constituted was incorporated and the dredging powers were extended so as to provide for a depth of water sufficient for boats drawing 6 feet to navigate at any period of the year.

Powers Sought for Extensive Additional Works.

The experience gained from the work carried out under the various statutes referred to proved conclusively that while with locks, weirs, and side cuts a satisfactory navigation could be obtained, the physical conditions of the river rendered this result unattainable without such aids. For this reason, and with a view to making the river satisfactory throughout its entire navigable length, in 1906 the company again went to Parliament for powers to construct extensive additional works. These included: (1) A new lock, weir, and side cut at Cromwell below Newark; (2) a similar work at Hazelford between Newark and Nottingham; (3) a similar work at Gunthorpe between

Newark and Nottingham; (4) a similar work at Stoke-Bardolph between Newark and Nottingham; (5) a new lock, in substitution for the existing Nether Lock at Newark, on the length of navigation leased by the company from the Newark navigation commissioners, the existing lock being difficult of access and the upper sill requiring lowering to give the full depth of water desired throughout the river; (6) a new lock, in substitution for the existing lock, at Holme Pierrepont, the existing lock being difficult of access, shallow, and needing reconstruction.

The only work authorized under the act of 1906 that has been carried out is the Cromwell Lock and Weir, which was commenced in 1909 and completed in 1911. That work has had the result anticipated and the river is now in a satisfactory navigable condition up to Newark, boats loaded to 100 tons regularly passing over it. In constructing these locks and weirs and deepening the channel of the river considerable quantities of steel piling and several concrete mixers and grab dredges will be used. [The name of the official who was intrusted with the work of securing prices on the various materials to be used may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

Lack of Capital.

The company has for many years been faced with great difficulties in regard to raising capital. Originally the full dividend which the company had power to pay was distributed; but when the competition of the railways became fully developed the traffic and revenue of the company fell away, and, owing to the unreliable state of the river (which, in time of drought, caused great expense and delay in the handling of traffic), the company was not in position to face that competition by a service that would enable it successfully to compete. During the last 20 years many improvements have been made in the plant, depots, and other accommodations provided by the company, but the main difficulty has been the provision of a sufficiently large amount of capital to carry out the extensive works that are necessary to make the navigation satisfactory and profitable.

It was hoped that the construction of the Cromwell Lock would so improve the financial position of the company that the matter of raising additional funds would be facilitated. The construction of that lock has caused a large increase in the traffic and also an appreciable increase in the profits of the company, but these profits are offset by the heavy costs incurred in handling the traffic when it reaches the unsatisfactory portion of the river which it is proposed shall be dealt with in the work now contemplated.

Development Commissioners Contribute Funds.

In view of the difficulties experienced by the company in raising the necessary funds for carrying on the work of deepening the river, a proposition was made to the city of Nottingham by which the Trent Navigation Co. would transfer to the city all its rights, powers, etc., over that portion of the river from Averham Lock, above Newark, to Trent Lock, Nottingham, upon condition that the city would supply the necessary funds for making the improvements.

Under the laws of Great Britain, the Board of Development Commissioners is authorized to make substantial advances in assisting

works of public utility, including works for the improvement of inland waterways, etc. With the view of securing in this way a portion of the funds necessary, the town clerk, under date of August 15, 1914, addressed a communication to the development commissioners, to which a reply was received dated August 24, agreeing to advance £50,000 (\$250,000) upon condition that an act of Parliament be obtained authorizing the necessary transfer from the Trent Navigation Co. to the city of Nottingham, and upon the further condition that the city supply the remainder of the funds necessary.

At a special meeting of the city council held on August 26, a resolution was passed accepting the \$250,000 offer of the development commissioners and authorizing the payment of the additional \$500,000 "out of the accumulated profits of the trading undertakings, or in such other manner as the finance committee may determine."

Railway Competition.

In 1890 the traffic on the Trent River amounted to 33,274 tons, which was carried at a loss of \$2,640 to the company. In 1900 the freight shipments had increased to 52,137 tons, which was handled at a profit of \$5,100; and in 1912, after the completion of the Cromwell Locks, the traffic had increased to 73,751 tons, which yielded a net profit of \$18,050. This increase in traffic has necessitated heavy outlays in additional warehouses. A large warehouse at a cost of over \$100,000 is being built at Nottingham. An additional warehouse has been built at Leicester and a commencement has been made for an additional depot at Newark.

The company owns a fleet of boats, some of which are decked boats capable of passing along the Humber and up the Trent to Nottingham and beyond, and others are undecked boats which are mainly employed in transshipping from the Hull boats to enable them to proceed up shallower parts of the stream. The motive power is mainly the steam tug. It is usual for the boats to be towed several at a time by these tugs between the Humber ports and Nottingham.

Goods Carried—Irregular Service Affects Profits.

The goods carried by the company comprise mainly corn, sugar, oil cake, shooks, groceries, machinery, pitch, sulphate, coal, road and other stone, and plaster of Paris, glassware, copper, cement, drugs, flour, drapery, manures, iron, tanning materials, leather, toys, and timber, and the traffic is largely that passing between the Humber ports of Hull, Goole, and Grimsby and the towns of Newark, Nottingham, Derby, Leicester, and beyond.

It has been found by experience that in seasons when the rainfall permits a regular service the traffic increases and the rates obtainable by competition yield a reasonable profit, but in seasons when, owing to lack of water, the traffic is interrupted and delayed business falls off and the working expenses increase to such an extent that there is little or no profit. If the navigation were made efficient for all seasons the traffic would unquestionably grow to far larger proportions than at present. The dispatching of cargoes would be improved and rates would be reduced, because with an efficient service the Trent boats would be patronized by many traders who are now prevented

from so doing by reason of the difficulties and cost of navigating the river.

In this connection it may be mentioned that since the channel has been partially improved and since adequate warehouse facilities have been provided a very considerable number of privately owned boats have been built, with undoubted benefit to the general public.

Size of Vessels.

The largest vessels using the river are built to the maximum dimensions which the old locks will pass, i. e., 84 feet long, 14 feet 6 inches wide, and they draw when fully loaded 5 feet to 5 feet 6 inches, but when the river is low they can be loaded to only a small proportion of their capacity. In the case of the new locks, both at Cromwell and those proposed between Newark and Nottingham, the dimensions are sufficiently large to accommodate four of the present largest boats at one time, or a steam tug and three boats, which represents a normal train, and there would be a minimum depth of 6 feet of water on the sills.

If the proposed works are completed, traffic could be loaded in Hull onto the 100-ton boats that now regularly navigate between that port and Newark; and instead of cargoes having to be taken out at Newark and put into these small, specially-designed craft the large boat would go forward to Nottingham, thus appreciably reducing the cost of handling, time in transit, and the risk of damage caused by transshipment.

The improvements contemplated apply more particularly to Nottingham than to any other point on the river, because that city is situated above the length of river that is the cause of so much trouble, and is, consequently, in great measure cut off from regular water communication with the sea. Nottingham, being a very important railway center and having tributary canals communicating with it, is particularly well situated for becoming a great center of distribution.

Overside Traffic of Humber Ports.

Hull, the most important of the Humber ports, differs from other large ports in one or two vital particulars. In the first place, its geographical position is at the precise part of the Humber where it is available for the largest over-sea steamers, while river craft can approach it with safety. The consequence is that Hull is what is known as an "overside" port. This means that the raw material brought by over-sea traders from all parts of the globe is discharged overside into the river craft and taken direct from the ocean-going steamers to its place of manufacture. Conversely the manufactured articles are brought in the river craft and transshipped into ocean steamers. In either case the goods are handled only once.

It is this overside traffic that makes Hull a chief port and enables the network of waterways connected with the Humber to carry on their traffic in wholesome competition with railway rates. During recent years the over-sea traffic of the Humber ports has enormously increased, and there is hardly any important port in the world which has not direct communication with the Humber. Regular direct steamship communication is maintained between Hull and Buenos Aires, Melbourne, Antwerp, Rio de Janeiro, Montreal, Valparaiso,

Shanghai, Habana, Alexandria, Marseille, Hamburg, Rotterdam, Hongkong, Bombay, Naples, Yokahama, Christiania, Lisbon, Petrograd (St. Petersburg), Stockholm, Singapore, Constantinople, Boston, New York, Portland, and San Francisco.

Nottingham in Direct Touch with World.

It is claimed by those who have made a study of the subject that when the navigation of the Trent has been improved by the erection of locks between Nottingham and Newark there will be a regular, reliable service of boats between Hull and Nottingham. These boats will carry 100 to 120 tons and will receive direct overside from foreign and continental steamers goods for Nottingham and places beyond (Leicester, Burton, Birmingham, etc.). There will also be a service of boats arranged especially for commercial traffic, leaving Nottingham daily and reaching Hull on the following day.

The result of these improvements will be to reduce the time in transit and to cheapen the cost of freight between Nottingham and foreign countries. At present all merchandise passing between the United States and Nottingham must be handled by the railroads from Liverpool, a distance of 84 miles. The freight rate on cotton and lace goods from Nottingham to Liverpool is \$8.40 per ton. The rate on the same class of merchandise from Nottingham to Hull by way of the Trent is \$6.32 per ton, a difference of \$2.08 per ton in favor of the river route. Assuming that the rate from Hull and Liverpool is the same to foreign ports, it will readily be seen that a very large sum could be saved in the matter of transportation charges on the many millions of dollars' worth of goods that are shipped annually to and from the city of Nottingham. With a really satisfactory waterway from Nottingham to the Humber, it means that Nottingham is placed in direct communication with all parts of the world at an absolute minimum of expense.

Development of Heavy Industries.

Being situated in the very center of England, transportation is, to Nottingham, a most important matter, and its lack has greatly handicapped the city in the development of heavy industries in the past. It has already been shown in actual practice that, with reasonable transportation facilities, Nottingham can enter into competition with other more favorably situated places for the heavier trade.

[Consul Hitch's report was accompanied by three photographs of the Trent River at Nottingham and by a map "showing the Trent navigation and other waterways." These may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

Building Operations in United States.

The official building permits issued by leading American cities for the first six months of 1915, as compiled by the American Contractor, totaled \$318,179,519, a decrease of \$32,684,347, or only 9 per cent, as compared with the same period in 1914. With the building projects in sight and the optimistic tendency that views enlarged activities in the near future, it is not outside the realm of probability that the deficit in the half-yearly showing may be more than made up during the balance of this year.

JAPANESE TOYS.

[Extract from Japan Mail of May 31, by Consul General George H. Scidmore, Yokohama; supplementing dispatch in COMMERCE REPORTS for Mar. 1, 1915.]

Japan's trade in toys, which once showed a steadily increasing tendency, owing to the recession of Austrian and German merchants from the trade arena, is reported to have shown quite a contrary tendency lately.

Immediately after the outbreak of war American and Japanese toy makers were suddenly called upon to supply all that had been sent by either Austrian or German manufacturers. The Japanese manufacturers particularly were looked to by the dealers in the Philippines, the Dutch Indies, and India for the supply of colored-paper toys, small flags, and wooden models. Thus trade showed a great expansion and inspired hope in the Japanese manufacturers, who then sent their representatives to those southern markets and investigated the possibility of the line. Some of them had already carried out a great increase in their operations. Before, however, the extension had been fully effected the sudden contraction of trade came.

This temporary rise of the trade owes much to the recession of German or Austrian merchants and nothing to the inherent quality of the Japanese goods. Therefore to maintain the trade once acquired no mean degree of attention must be paid to the requirements of the newly acquired markets. The Japanese must study the tastes of the people to whom they send their goods and cater to their fancy. It must be very much regretted that no attention has ever been paid to these points by Japanese manufacturers. They have fancied that these people must take their goods willy-nilly, since they can not have the goods they used to receive from Germany and Austria.

Japanese toys appear very nice, but are not durable; and the coloring is also poor and not durable, particularly when the goods are sent to southern climes. Cheap goods, very inferior in every respect to European goods, are being forced upon the consumers by taking advantage of the scarcity of goods in the market, no attention being paid to the special requirements of the children in those climates.

BRITISH BOOT AND SHOE TRADE.

[Commercial Agent A. H. Baldwin, London, July 2.]

The following item from the British Boot and Shoe Trades Journal of July 2, 1915, is of interest, being a part of the editorial on the general conditions in the boot and shoe trades in the United Kingdom:

All the accumulations of overproduction (of shoes) have been wiped out, and it is a fact that there is a shoe shortage. We do not want to parade this fact because of its dangers, and one of those dangers is another invasion from America, where trade is bad and the means of production greater than the internal needs. This is no bogey; it is a truth which is all too visible. We have not only to speed up our output for war, but for civil purposes, to keep pace with home requirements.

CROP PROSPECTS IN DENMARK.

[Consul General E. D. Winslow, Copenhagen, June 24.]

The hay crop of Denmark will be a partial failure due to the abnormally dry spring. The statistical figures issued by the Government deal with percentages only at present and not with quantities. This exists for the crop estimates on all farm produce.

Winter-sown grain promises a normal harvest, while all spring-sown grain and roots are looking poorly and are suffering from drought and will only yield about 70 per cent of an average crop.

The crops for 1914 were disappointing and were about one-ninth under the average. The following table shows the crop of 1914 compared with the average crop of the five previous years (1909-1913) :

Article.	1914	Average 1909-13	Article.	1914	Average 1909-13
	<i>Bushels.</i>	<i>Bushels.</i>		<i>Bushels.</i>	<i>Bushels.</i>
Wheat	5,786,152	5,442,787	Kohl-rabi	183,187,619	199,791,246
Rye	10,905,447	17,191,039	Turnips, etc.....	119,783,944	135,138,966
Barley.....	20,777,945	22,843,827			
Oats.....	38,652,888	43,967,975		<i>Tons.</i>	<i>Tons.</i>
Mixed grain.....	16,419,175	18,385,729	Sugar beets.....	967,280	788,515
Buckwheat.....	107,834	113,510	Chicory.....	22,935	20,594
Peas, etc.....	209,992	306,476	Hay.....	1,620,000	1,802,000
Potatoes.....	37,333,338	33,164,499	Straw (from the dif-		
Carrots.....	11,532,566	11,288,542	ferent grain crops) ..	2,750,000	3,519,000
Red beet.....	206,573,455	193,650,376			

The yield per hectare (2.47 acres) in 1914 compared with the average yield per hectare during the five years from 1909-1913 was as follows:

	1914	Average 1909-1913 (per hectare).		1914	Average 1909-1913 (per hectare).
	<i>Bushels.</i>	<i>Bushels.</i>		<i>Bushels.</i>	<i>Bushels.</i>
Wheat	107	110	Turnips, etc.....	1,774	1,978
Rye	56	69			
Barley	83	92	Sugar beets.....	<i>Pounds.</i>	<i>Pounds.</i>
Oats	81	93	Chicory	58,784	65,918
Mixed grains	91	104		50,486	46,077
Potatoes	610	556		<i>Tons.</i>	<i>Tons.</i>
Carrots	1,442	1,382	Hay	3.5	3.9
Red beets.....	2,460	2,324	Straw	2.3	3.0
Kohl-rabi.....	1,785	2,049			

Complaints are plentiful concerning the poor outlook for Denmark's crops for 1915. The appearance of the barley and oat stand is decidedly disappointing. Root crops are looking poorly and it is thought rain can not improve prospects more than 5 per cent, as the damage is done. At many places premature slaughtering of the cattle is going on, as a great shortage of cattle feed is expected.

The International Apple Shippers' Association will hold its twenty-first annual convention and apple exhibit in Chicago August 4, 5, and 6.

IMPORTED FOODS COST MORE IN JAPAN.

[Extract from Japan Advertiser of June 9, by Consul General George H. Scidmore, Yokohama.]

The demand for imported provisions is slow, owing to the general business depression and to high prices in the original markets—not that all imported provisions have risen in price in the original markets, but increases in freight and insurance have caused the prices here to be higher. Generally speaking, a rise of 10 to 15 per cent is noticeable when compared with prices prior to the war.

American table sugar has risen by about 30 per cent, due to a rise in the material. Imported biscuits and other cakes have risen by over 10 per cent. Imported black tea has also risen by about 10 per cent, owing to the increase in wages. Imported butter has risen by 20 per cent in the home market, owing to the shortage of stock, and is still on the upgrade. The fact that export of butter has been prohibited by the belligerent powers in Europe has resulted in this shortage of stock. The same tendency prevails in almost all the other imported provisions.

In this connection it is to be noted that the home manufacture of butter and foreign cakes has recently made great progress, and their quality is not inferior to the imported provisions. Therefore the demand for homemade provisions has increased, and this has minimized the demand for imported ones. But imported provisions are still in demand by the upper classes and in first-class hotels where social dinners are frequently given.

DANGEROUS ROCKS DISCOVERED BY WIRE DRAG.

Under date of July 12, Jean H. Hawley, of the Coast and Geodetic Survey, in charge of a wire-drag party on the coast of Massachusetts, west side of Cape Cod Bay, reports the discovery of a large bowlder, with a depth of 15 feet at mean low water, in latitude $42^{\circ} 09' 27.5''$ north, longitude $70^{\circ} 40' 43.6''$ west. Bearing 49° true (NE. by E. $\frac{1}{2}$ E. mag.) from this rock at a distance of 550 yards a rock at a depth of 22 feet at mean low water was found.

The 15-foot bowlder lies 1 mile from shore and 3 miles southward of the entrance of Scituate Harbor. It lies between soundings of $4\frac{1}{2}$ and $4\frac{1}{4}$ fathoms on the chart, which are the least depths indicated in the vicinity.

Numerous other rocks have been found with less depths than charted. The most dangerous one has a depth of $4\frac{1}{2}$ fathoms, and lies $3\frac{1}{4}$ miles from shore and $5\frac{1}{4}$ miles southeastward from Scituate Harbor, in latitude $42^{\circ} 09'$ north, longitude $70^{\circ} 36' 32''$ west. The least depth shown on the chart in its vicinity is 8 fathoms.

These dangers lie near the track of vessels from Boston to the Cape Cod Canal.

Owing to the participation of Italy (Egypt's biggest supplier of paper) in the war, the Egyptian newspapers are suffering from a serious shortage of paper and have been reduced in size.

JAPANESE COTTON CLOTH IN CHINA.

[Extract from Japan Chronicle of June 5, by Consul General George H. Scidmore, Yokohama.]

The glut of goods and the depreciation in the value of cotton yarn have combined to aggravate the depression in the piece-goods trade. It is difficult to predict what developments the market will witness. The markets in China for Japanese cotton cloth have changed their order of importance. The foremost market was formerly Manchuria, but it has now been superseded by Tientsin (the port for Peking and Mongolia). In 1913 Manchuria imported Japanese cotton cloths to the quantity of 198,510 bales, which decreased to about 100,000 bales in 1914, while Tientsin markets absorbed 111,681 bales in 1914, showing an excess of about 10 per cent over Manchuria.

This phenomenon may be partly due to the improved means of communication and the development of the Japanese cotton trade, but is also due to the fact, opines the Asahi (Osaka), that on the Tientsin market the Toyo Spinning Co. has been competing with the Kanegafuchi Spinning Co. In 1914 the Kanegafuchi "Kyuryu" brand was imported into the Tientsin market to the quantity of 16,093 bales as against 14,925 bales of the "Marutori" brand of the Toyo Spinning Co. But this year the numerical order has been reversed; from January to April imports of the "Kyuryu" amounted to 6,338 bales, while 8,250 bales of the "Marutori" were imported. From this fact the Asahi assumes that the Toyo Spinning Co. is determined to oust the Kanegafuchi Co. It is interesting to wait and see, continues the Osaka paper, what measures the Kanegafuchi Spinning Co. will take in defense. In any case it is inconceivable that the Kanegafuchi Co. should remain inert and allow its sphere of influence to be encroached upon by the other company, and the inevitable result will be violent competition on the Tientsin market. Apparently the center in China for influencing the domestic market has shifted to Tientsin from Manchuria.

CHILEAN COAL FOR PERU.

[Clipping from West Coast Leader for June 10, transmitted by Commercial Attaché A. I. Harrington, Lima, Peru.]

In a communication from the Peruvian consul general in Valparaiso to the Ministry of Foreign Affairs in Lima the possibility of importing Chilean coal into Peru to replace the Australian and Welsh coal that heretofore has formed the principal supply is taken up in some detail. The consul general states that the Chilean article is equal in calorific qualities to the coal now in use and that the supply is practically inexhaustible, it being possible to augment the present production of 1,000,000 tons a year whenever there is a demand.

The communication gives the quotations on Chilean coal on April 8, f. o. b. Lota or Coronel at 22 to 24 shillings [\$5.35 to \$5.85] the ton. Freight rates to Mollendo and points north are quoted at 15 to 16 shillings [\$3.65 to \$3.90]. This would give a minimum of 37 [\$9] and maximum of 40 shillings [\$9.75] delivered at Peruvian ports, but the consul general states that contract prices could be arranged at a much lower figure. At that time Welsh and Australian coal was quoted at 39 to 40 shillings [\$9.50 to \$9.75] in Peru, but the price has since risen rapidly.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Plate glass and glassware, No. 17531.—An American consular officer in the East Indies writes that there is a demand in that market for light plate and ordinary window glass; also lamp chimneys. The consular officer desires to receive catalogues, price lists, and full information relative to these commodities. Quotations should be made for delivery at destination.

Steel furniture, No. 17532.—An exporting company in India informs an American consular officer that it desires to be placed in touch with American manufacturers of steel furniture and office equipment. Illustrated catalogues, price lists, etc., should be supplied. Quotations should be made c. i. f. destination. The firm will supply references. Correspondence may be in English.

Incinerator, No. 17533.—An American consular officer in Colombia writes that an inquiry has been made for small garbage incinerators to be used in dwelling houses.

Household specialties, No. 17534.—An American consular officer in England reports that a firm in his district has requested the names and addresses of American manufacturers of household specialties, such as labor-saving devices.

Apples, No. 17535.—An American consular officer in England reports that a firm in his district is considering the direct importation of American apples.

Marine insurance, No. 17536.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from an insurance firm in Argentina stating that it desires to represent American marine insurance companies.

Fire insurance, No. 17537.—A diplomatic officer in China has transmitted a report relative to an opening for a fire insurance company in that country. A copy of his report may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Vases, No. 17538.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in England stating that he desires to communicate with American manufacturers of glass vases which are used by soda-water syphon makers. He states that he desires the glass parts only, sizes 32 and 40 ounces. Orders run from 1,000 to 25,000, in crates of 100 each. He states that he has been paying about \$1.16 per dozen. Quotations should be made c. i. f. destination.

Woolen thread, No. 17539.—An American consular officer in Brazil reports that a company in his district desires to import carded and combed white and colored woolen thread on spools, bobbins, and reels. A mixture of 50 per cent cotton and 50 per cent wool is desired, light and dark, of various colors. The sizes desired are 2/72, 2/56, 2/48, and 2/40. Correspondence is desired in Portuguese, but may be in French or Spanish. Quotations should be made c. i. f. destination. Samples should be supplied at once. References are given.

Salicylous of soda, No. 17540.—An American consular officer in England writes that a firm in his district wishes to be placed in communication with firms which can supply salicylous of soda. Quotations should be made c. i. f. British ports, if possible.

Shoes, No. 17541.—A firm in France informs an American consular officer that it desires to represent American manufacturers of high-grade shoes for men and women. The agency is to cover France, Algeria, Tunis, Morocco, Switzerland, and Belgium. It is stated that a credit account will be opened and all necessary guaranties given. Samples are desired. References are given.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 2499.—Sealed proposals will be received at the office of the Lighthouse Inspector, New Orleans, La., for the construction of a light station and 5 lighted beacons for the Atchafalaya Entrance Channel, La. Blank proposals and particulars may be had on application to the above office.

Cylinder gates, No. 2500.—Sealed proposals will be received at the office of the United States Reclamation Service, Washington, D. C., until July 19, 1915, for furnishing two cast-iron cylinder gates 12 feet in diameter for service under 100 feet head for Keechelus Reservoir, Yakima Project, Washington, and a duplicate set for Sherburne Reservoir, Milk River Project, Montana. For particulars address the United States Reclamation Service, Washington, D. C.

Buoy supplies, No. 2501.—Sealed proposals will be received at the office of the Lighthouse Inspector, Tompkinsville, N. Y., until July 29, 1915, for furnishing buoy supplies for the fiscal year ending June 30, 1916, consisting of bell buoys, mooring buoys, can and nun buoys, can and nun tall-type buoys, iron spar buoys, ballast balls, iron sinkers, and bottom castings for buoys. Blank proposals, etc., may be had on application to the above office.

Panama Canal supplies, No. 2502.—Sealed proposals will be received at the office of the General Purchasing Officer of the Panama Canal, Washington, D. C., until July 23, 1915, for furnishing, by steamer, free of all charges on dock, at either Colon or Cristobal (Atlantic ports) or Port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama, or furnishing and erecting on foundation at Balboa structural steel and accessory parts for the decking of the reloader wharf at Balboa. (Circular 948.)

Submarine cable, No. 2503.—Sealed proposals will be received at the office of the Lighthouse Inspector, Buffalo, N. Y., for furnishing approximately 6,900 feet of submarine electric cable. Blank proposals and particulars may be obtained on application to the above office.

Coal, No. 2504.—Sealed proposals will be received at the office of the lighthouse inspector, Tompkinsville, N. Y., until July 23, 1915, for furnishing bituminous and anthracite coal for the fiscal year ending June 30, 1916. Blank proposals and particulars may be obtained by addressing the above office.

Dumb-waiter, No. 2505.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until August 16, 1915, for the installation of an electric push-button dumb-waiter in the extension of the United States post office and courthouse, Detroit, Mich., in accordance with the drawing and specification, copies of which may be had at the Washington office.

Construction work, No. 2506.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until August 24, 1915, for the construction complete (including mechanical equipment and approaches) of the United States post office at Grand Junction, Colo. Drawings and specifications may be obtained from the custodian of the site at Grand Junction, or at the Washington office.

Moorings and buoys, No. 2507.—Sealed proposals will be received at the office of the lighthouse inspector, Tompkinsville, N. Y., until August 4, 1915, for furnishing moorings for light vessels and buoys for the fiscal year ending June 30, 1916. Blank proposals and particulars may be obtained by addressing the above office.

Construction work, No. 2508.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until August 20, 1915, for the construction complete (including mechanical equipment and approaches) of a one-story and basement stone-faced building of 5,100 square feet ground area, fireproof construction (except the roof), tin roof, for the United States post office at Ypsilanti, Mich. Drawings and specifications may be obtained from the custodian of the site, or at the Washington office.

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POST CARD FOR REPORTING ON AIDS TO NAVIGATION.

The United States Lighthouse Service has recently devised a form of printed post card for the use of mariners in reporting unsatisfactory condition of aids to navigation, which, it is believed, will be useful in obtaining prompt information as to defects in aids. The card is printed in such form that it is simply necessary to insert the name of the vessel reporting, with name of aid to navigation, and date and time when observed, together with any desirable additional remarks, and forward to the lighthouse inspector concerned. This arrangement will be given a trial in the fifth lighthouse district, with headquarters at Baltimore, Md., and, if found satisfactory, its use will be extended to other districts.

ENGLISH FLOUR MILLING IN SOUTH AMERICA.

[Commercial Attaché V. L. Havens, Santiago, Chile, June 21.]

The Diario Oficial of June 16, 1915, states that an English company, called the Santa Rosa Milling Co., Limited, has been organized with a capital of £500,000 (\$2,433,250), central office in London, to do a general import and export business with South America. The company has taken over the property and goods of the Compañía Molinera Santa Rosa, Limited, of Peru, and the Compañía Molinera de Concepción, Limited, of Chile. It has also the right to own and develop any kind of property, with especial reference to flour mills.

SUGAR PRODUCTION OF CIENFUEGOS DISTRICT.

[Consul R. M. Bartleman, Cienfuegos, Cuba, June 25.]

The returns of the centrals in this locality indicate a sugar production in the Cienfuegos district for the zafra (crop) of 1914-15 amounting to 2,678,286 bags of 320 Spanish pounds (about 325 avoirdupois pounds) net weight. As the average value of a sack of sugar has been \$11 United States gold, this would make the total value of the output \$29,461,146.

[A short article on the new units of weight and value for Cuban sugar appeared in COMMERCE REPORTS for May 3, 1915.]

DEVELOPING NATIONAL COMMERCIAL INTERESTS.

In an address before the annual convention of the Southern Wholesale Grocers' Association, held in Atlanta in May, W. A. Graham Clark, commercial agent of the Bureau of Foreign and Domestic Commerce, laid particular stress upon the part played by food products in international trade. Taking "Developing national commercial interests" as his subject, Mr. Clark said, in part:

The wholesale grocery is the commissary department of the nation, and it scarcely needs an inventory to show that every country in the world is represented on its shelves and therefore interested in the American wholesale grocer. In your well-filled warehouses there is coffee from Brazil, also probably from Colombia, Venezuela, Mexico, Guatemala, Java, and Arabia; there is sugar from Cuba, Hawaii, and Porto Rico; cocoa from Trinidad, Santo Domingo, and Ecuador; butter from England, Australia, and Denmark; cheese from Italy and Switzerland; bananas from Jamaica, Honduras, and Costa Rica; grapes and almonds from Spain; lemons and macaroni and olive oil from Italy; figs and dates from Turkey; walnuts from France; peanuts from Japan; currants from Greece; and so on through the list of articles and countries. * * *

The export trade of this country is also of great interest to wholesale grocers, whether you export yourself or not, for the status of this trade inevitably has its effect on home prices. We do a large export trade in foodstuffs of various kinds, not only in flour, canned meats, and cottonseed oil, but also in canned salmon, in canned fruits and vegetables, in prunes and apples and oranges, in eggs, and in many other goods in which you deal. In the future our trade in green and canned fruits and vegetables, etc., will undoubtedly greatly expand, for we have many such things that the world requires. Living in a land of plenty and variety we little realize the luxury of our diet and the restricted fare of some sections of other countries and the high prices they are willing to pay for our goods. In England even many fruits are very scarce and I have been charged at hotels a shilling (25 cents) apiece for peaches. I found pineapples retailing there at \$1.25 each and watermelons charged for at 20 cents a slice. Why should we not send out more southern peaches and apples and other fruits. Why should we not make an attempt to acquaint the world with the merits of our canned corn and canned vegetables, and so build up an export trade from this section? Some of our products are already considered the finest in the world. * * *

Wholesale grocers sometimes seem to think of their trade as one that is identified only with local interests, but I do not know of any class of men who are in reality more identified with the international trade of the world and who should be more interested in foreign countries. You draw your products from every country and a wider knowledge of sources of supply might frequently be of value to you, also a knowledge of foreign markets might often show you where you could sell abroad at a profit. Thus all wholesale grocers, as well as manufacturers, should understand the opportunities open to them at this time when all the world is looking to America for the products, fresh or canned, of our fields and gardens and orchards.

Continuing, Mr. Clark, who is in charge of the Atlanta office of the Bureau of Foreign and Domestic Commerce, told in detail of the bureau's activities and of its facilities for supplying commercial information. In this connection it should be noted that if the bureau is advised of the meetings of the various commercial associations it will endeavor, so far as its force permits, to assist at such gatherings by the presence of its representatives, to give information respecting the work of the bureau in promoting commerce, to furnish literature, and to take subscriptions for **COMMERCE REPORTS**.

A 10,000,000-pound shipment of California alfalfa is about to be sent via the Panama Canal to New York.

COMMERCIAL GRADING OF CORN.

The grades for commercial corn which were promulgated by the Secretary of Agriculture on January 3, 1914, and which went into effect on July 1, 1914, have been generally adopted throughout the corn belt and in the cities in that part of the United States and at the Gulf ports, but are not in use in the cities along the Atlantic seaboard. The grades include the classification of white, yellow, and mixed corn into six grades and "sample" and have been recognized by the Grain Dealers' National Association, the State associations affiliated with this organization, the State grain-inspection departments of Washington, Minnesota, Illinois, Missouri, Kansas, Oklahoma, and the Department of Agriculture, Commerce, and Industries of the State of South Carolina.

In order that the producers, dealers, and consumers throughout the United States may more fully understand the correct interpretation of the Government corn grades, somewhat detailed explanations are given in the new bulletin of the United States Department of Agriculture, No. 168, Grades for Commercial Corn. The classification which was made by the Secretary and became effective July 1, 1914, divided commercial corn into six classes and "sample," the classification being based on the moisture content of the corn, the color, the amount of damage, foreign material, and cracked corn. It also included 11 general rules for making this classification. Necessarily, even with the definite limits for the more important factors, points will arise on which the best experts may differ. For this reason the bulletin gives somewhat in detail methods of securing a representative sample from bulk corn, mixing samples for detailed analyses, the size of samples, sieves for screening, moisture tests, determining the amount of damage of corn, foreign material, and cracked corn. It also includes a color plate which represents as nearly as possible the various types of kernels from the standpoint of color. This bulletin may be had free upon application to the United States Department of Agriculture, Washington, D. C., as long as the supply lasts.

BRITISH COLUMBIA TIMBER PRODUCTS.

[Consul General R. E. Mansfield, Vancouver, Canada, July 6.]

Official scalers report the total lumber production of British Columbia for May as 48,943,283 feet b. m. saw logs, 167,381 lineal feet of poles and piles, and 15,452 cords of railway ties, shingle bolts, fence posts, and cord wood. Approximately 7,500,000 feet of the logs were for export, principally cedar, for which there is a strong demand in mills of the United States. There is little activity in British Columbia lumber mills, due largely to lack of cargo-carrying vessels. The Minister of Lands for British Columbia summarizes the timber conditions in the Province as follows:

An annual mill capacity of two and a half billion feet; an actual output in these hard war times, valued at \$29,000,000; a thousand million shingles marketed in the year; the pulp and paper industry producing \$3,000,000 annually; some of the largest saw and paper mill plants in the world indicate the resources and productive capacity of the Province in the timber industry.

UNITED STATES MAY RELIEVE GREEK LUMBER FAMINE.

[Consul A. B. Cooke, Patras, Greece, June 8.]

The failure of Patras lumber importers to secure their expected supplies from Austria against the coming current season, which opens August 23, threatens to precipitate a crisis on the market for box shooks in this district. Importers began some months ago to investigate the American lumber market in view of such a contingency, but they do not appear to have placed many orders on that market up to the end of May. They are trying at the eleventh hour to secure supplies from the United States.

Kind of Wood Used for Shooks.

The wood used in making box shooks is white spruce, which is fairly tough, does not tend to split when made into light shooks, and is of light specific gravity. Wood for this purpose should not have a specific gravity of more than about 1,000 pounds per cubic meter (35.31 cubic feet).

Imports heretofore have been largely in beams, owing to a more favorable import duty on this form of lumber. The popular dimensions on this market are: Length, 9 to 18 feet, squared from 12 by 12 inches up to 24 by 24 inches. Other imports have been in boards. Popular dimensions for boards are: Length, 12 to 18 feet; width, 8 to 12 inches; thickness, one-half to five-eighths inches net when dressed.

Shooks Not Heretofore Imported.

No box shooks have in the past been imported to this market, owing to unfavorable import duty on this form of lumber. According to the Greek tariff of July, 1914, imports of wood are subject to duty as follows: Spruce boards up to 20 millimeters in thickness, \$4.48 per cubic meter (about 1,000 pounds); boards over 20 millimeters, \$3.78 per cubic meter; spruce beams, \$2.80 per cubic meter; box shooks, \$6.10 per 1,000 pounds.

It appears, therefore, that the duty on shooks is about twice that on beams. In spite of this handicap, it is possible that American shooks might under the circumstances find a market here.

The cases used in the exportation of currants are of three sizes, measurements being outside and in inches, a uniform variation of one-half inch in any dimension being allowed. The figures are:

Sizes.	Length.	Width.	Depth.	Contents
Cases	31½	12½	12	<i>Pounds.</i> 150
½ cases	22½	11½	11	75
¼ cases	19½	11	9	60

The shooks as prepared here are dressed both faces. The ends of the cases are always set in. Annual consumption is approximately: Cases, 100,000; half cases, 300,000; quarter cases, 2,200,000.

Methods of Reaching Greek Importers.

American firms might telegraph their terms direct to this consulate, quoting beams per cubic meter (35.31 cubic feet), half-inch boards per cubic meter, and shooks per thousand cases, indicating size of case. Quotations should state whether terms are f. o. b. New York or c. i. f. Patras. Terms of payment may be arranged to suit

sellers. Importers here prefer to have terms quoted c. i. f. Patras, as it is difficult for them to secure freight arrangements from New York.

[Earlier statements of the effect of present European conditions upon the Greek lumber market were published in Daily Consular and Trade Reports for Dec. 15, 1914, and COMMERCE REPORTS for Apr. 27, 1915.]

CHILE HAS LARGEST COPPER DEPOSIT.

[Clipping from West Coast Leader for June 10, transmitted by Commercial Attaché A. I. Harrington, Lima, Peru.]

On May 18 power was turned on in the big electric plant of the Chile Copper Co. at Tocopilla, north of Antofagasta, for the operation of the mill at Chuquicamata, thus inaugurating the exploitation of the mines which officials of the company claim are the largest known deposits of copper in the world. Barros Luco, President of Chile, pressed the button at Santiago that set in motion the machinery at the port and mine. When completed the mill will have a capacity of 20,000 tons of ore daily, the plant being constructed in two units. Only one unit of 10,000 tons has been put in operation.

Although known to mining engineers the world over for many years, the low-grade deposits of Chuquicamata remained almost neglected. The native Chileans worked various parts of this great deposit in a small way, and for a short while an English company also attempted, unsuccessfully, to work a small part of it. In 1910 options for the major part of this deposit were obtained by Albert C. Burrage, of Boston, and shortly afterwards the Messrs. Guggenheim, of New York, became associated with him, the result of this being the Chile Copper Co., of which Daniel Guggenheim is president and Albert C. Burrage vice president.

Ore in Sight—Advantageous Freight Rates.

The deposit was believed to be extremely large, as the formation for some 8,000 feet in length and 2,000 feet in width was favorable for the deposition of copper minerals, but its true size was undreamed of. It is interesting to note how the ore "in sight" has steadily grown. In January, 1913, there were in sight 75,000,000 tons, averaging 2.70 per cent copper; in July, 1913, 146,000,000 tons of 2.30 per cent; in June, 1914, 211,000,000 tons of 2.20 per cent; and in September, 1914, 280,000,000 tons of over 2.10 per cent; and it is expected that by January, 1915, there will be over 300,000,000 tons of 2.10 per cent copper in sight. This makes it the largest known deposit of copper in the world.

An agreement has been entered into with the railroad from Chuquicamata to Tocopilla to carry all the freight for the mine and the copper from the mine for a number of years at a satisfactory rate. The power plant at Tocopilla has a 40,000 kilowatt capacity, designed for either coal or oil fuel. A long-time contract has been made for California crude oil at a satisfactory price for the uses of the power plant and for other purposes at the mine and mill. There has been built for the mine and mill a complete equipment for housing the employees of the company; that is, stores, storehouses, hospital, offices, dwelling houses, etc. Around the mill site there has sprung up, from what a few years ago was a barren desert, a now thriving town of 4,000 inhabitants.

This temporary arrangement, devised to meet the needs of a foreign industry threatened with complete paralysis and also the equally imperious need of our domestic market for its products, may lead to a form of cooperation much more rational than that involved in sending the crude products of our great coking works across the Atlantic, to the foot of the Alps, and bringing them back, after transformation into all the tints of the rainbow, for use in thousands of textile mills.

Analysis of the Dyestuff Problem.

In the ultimate analysis of the American dyestuff problem the following facts stand out in bold relief:

The raw materials of the artificial dyestuff industry are present in the United States in greater abundance than in any other land and are for the most part wasted.

The American market for the products is one of the largest, if not the largest, in the world.

The supply of chemicals required to transform the constituents of coal tar into finished dyestuffs can be furnished easily by American chemical works. A modest but encouraging beginning has been made in the production of American dyes. Capital is ready to embark in the undertaking in ample amount.

The Government is determined to protect such an industry against the dangers of unfair competition on the part of foreign rivals.

Technical and scientific skill, inventive talent, and administrative and commercial ability are present in abundance.

The one factor lacking to bring into existence a genuine American coal-tar dyestuff industry is the cooperation of a few men possessing highly developed capacity for organization, combined with a perfect experimental command of the exceedingly complex and intricate field of color chemistry in all its ramifications—men such as created in the past the great works on and near the Rhine, and are now directing them.

Swiss Chemists Can Meet American Needs.

It is precisely this lacking factor which might be supplied to the young American industry from a close cooperation on the part of the Swiss firms engaged in the production of artificial colors.

The finely organized and highly specialized staffs of the great works at Basel include scores of men of broad experience in the manufacture of the whole range of coal-tar dyes. Most of these have enjoyed in earlier days the advantages of the "Polytechnic" of Zurich, one of the best-equipped institutions in Europe for the training of color chemists. Many have served a more or less extended apprenticeship in the gigantic German chemical works.

The logic of the situation would plainly call for a union of forces in this field, a consolidation of interests between the Swiss companies and the American firms now striving to expand, but forced, as it were, to grope in the dark at times. The transfer of a sufficient corps of Swiss expert color chemists to the United States at this critical moment would be of untold value in furthering the rapid evolution of the American industry.

It would be possible, by their aid and direction, to attain the maximum of economy in time and money in constructing new plants, in adopting the most practical and effective mechanical devices, in ap-

upon a single foreign source for crude and semimanufactured material.

The position of the Swiss color industry as a notable factor in international commerce is somewhat exceptional, in view of the entire absence of coal and other mineral substances needed in the manufacture of chemicals, with the exception of salt. It was started, however, at the same time as the German industry, and has kept fairly even step in its development with the powerful rival to the north, as a result of a rather unusual combination of high technical and scientific attainments with marked financial and business ability among those who laid the foundations. Relations between the German and the Swiss firms have been tolerably friendly. The latter depended upon German sources for most of the crude coal-tar compounds, and many of the intermediate, or semimanufactured, substances required in the manufacture of dyes. As a result they participated largely in the conventions and trade agreements which characterize so strongly the German color industry.

Soon after the outbreak of hostilities in August, 1914, the demand was made upon Switzerland that no dyestuffs should be exported to countries at war with Germany. On a refusal by the Swiss Government to comply with this demand, the supply of German crudes and intermediates was largely restricted and in many cases discontinued.

Negotiations were promptly started with British producers of coal-tar crudes and consumers of finished dyestuffs. A working agreement was quickly formulated. For 10 months past British benzol, toluol, naphthaline, aniline, etc., have been shipped to Switzerland, to return in the form of dyes. This arrangement has contributed materially to lessen the scarcity of colors in Great Britain, which became acute last autumn. It likewise enabled the Basel works to keep in operation.

The demand for benzol and toluol to serve in the manufacture of high explosives has now assumed such proportions in Great Britain that it is no longer possible to ship in large quantities these crudes, or the aniline made from them, to the Swiss works. At the same time the chief firms in Germany making intermediates and dyes have notified the Swiss manufacturers that export of dyes to France, Great Britain, Italy, and Russia must cease or supplies would be cut off. The German Government has likewise informed the Swiss Government that all sales of dyes from Switzerland must cease, otherwise an embargo would be placed upon the export to that country of German chemicals and medicinals. The exports of the latter articles have already been limited to one-half of the normal requirements.

The Swiss Government has not yet acted upon this notification, but it is not expected that it will allow an embargo to be placed on the free export of artificial dyes.

Possibilities of Swiss Cooperation.

Under these circumstances the managers of Swiss works look to an American source of coal-tar crudes as their only hope.

Apart from the possibility of materially lessening the discomfort and hardship to American textile and other industries resulting from the existing shortage of dyes, the present proposition of the Swiss dyestuff manufacturers deserves the careful consideration of all interested in building up an American coal-tar chemical industry.

facture of dyestuffs, but limited hitherto to a very narrow range of products.

There are five dyestuff works in Switzerland, all in Basel. Suppose that each one enters into a working agreement with an American dyestuff company. The Swiss partner would be guaranteed a supply of needed coal-tar crudes, and eventually of such intermediates as may be more profitably produced on American soil. Its regular market among American consumers would be preserved and guarded.

The American partner would secure the requisite scientific and technical staff for expanding widely the scope of manufacture, and would be initiated into the intricacies of the international commerce in dyestuffs. He would probably be able to organize his production largely on the Swiss basis of competition, which scarcely requires its modest tariff protection of 42 cents per 100 pounds on coal-tar colors and of 5 cents per 100 pounds on intermediates.

Both parties would profit from the mutual assurance of crude material, of market, and of solidarity in resistance against the customary methods of overcoming competition. The increased assurance of safety for American capital, now studying the possibilities of investment in this field, would be of the greatest importance to the future of the industry. It would be second only in importance to the possibility of building up and organizing an American industry on an economic basis, capable of easily meeting foreign competition at a later date.

In the event of all or most of the Swiss houses entering into close business relations with American dyestuff firms, competitive conditions would naturally follow for some time the lines hitherto existing in both countries. There is but little tendency to compete in the production of any given dyestuff, even when, as in most cases, the process of manufacture is patent free. Rivalry exists more in attempts to bring out specialized colors in the state of most perfect adaptation for securing specific results on various textile materials. A more decided effort to compete in the economical production of any given dyes may be expected only when the domestic output is in a position to meet the great bulk of the domestic consumption.

Protection of Existing Swiss Interests.

In any close alliance between the American and Swiss color interests it is natural to expect that the latter would need to have their present market in the United States effectually safeguarded, except as they would find it more profitable to transfer special manufacturing operations to American soil. This latter contingency would be highly probable in view of the measure of protection afforded by existing tariff rates.

The average annual value of the Swiss exports of artificial colors to the United States during the five years ending June 30, 1914, was \$815,911, as follows: Alizarin and alizarin colors, \$1,777; synthetic indigo, \$48,904; other coal-tar colors, \$765,230; total, \$815,911.

In 1913-14 Switzerland supplied 7 per cent of our imports of indigo and 10.6 per cent of the imports of aniline dyes. The import of alizarin was insignificant.

Since the outbreak of the war, and the resultant scarcity of artificial colors, the Swiss import has been of great assistance to American textile interests.

Imports of alizarin and alizarin dyes during the six months ended December 31, 1914, amounted to 5,800 pounds, valued at \$3,091. During the five months ended May 31, 1915, the total was 7,401 pounds, valued at \$3,537.

The import of Swiss synthetic indigo during the six months ended December 31 was 384,688 pounds, valued at \$59,208. During the subsequent five months it was 189,500 pounds, valued at \$44,204.

The imports of other coal-tar dyes for the six months ended December 31 were valued at \$626,995. For the following five months the value was \$268,084.

The total value of these Swiss imports for the 11 months ended May 31, 1915, was \$1,008,119.

Extent of the Swiss Dyestuff Production.

The normal production of the Swiss dyestuff works available for export purposes has an annual value of about \$5,500,000. It is equivalent to one-ninth of the German export and could cover alone nearly 60 per cent of the average annual imports into the United States of artificial colors.

Standard Products of the Swiss Works.

In addition to many of the older staple coal-tar colors, the following is a tolerably complete list of the artificial dyes now regularly made by the Swiss works. It may be convenient for reference in case of negotiations to effect an exchange of American "crudes" for finished dyes, or to bring about any close cooperation in direct manufacture for the American market.

Synthetic indigo.	Trisulphone brown.	Methyl eosine.
Sudan colors.	Diphenyl green.	Cyanosines.
Chrysoidine.	Chloramine green.	Rose bengal.
Alizarine yellow.	Alizarine yellow.	Phosphine.
Apollo red.	Mekong yellow.	Alizarine V.
Persian yellow.	Azo orange R.	Indophenols.
Carminaph garnet.	Alsace green.	Indochromogen.
Fast red.	Diphenyl citronine.	Neutral red.
Resorcin yellow.	Diphenyl chrysofine.	Neutral violet.
Curcumine.	Diphenyl fast yellow.	Safranine.
Narcefine.	Diphenyl fast brown.	Fuchsia.
Tartrazine.	Diphenyl orange.	Indullines.
Metanil yellow.	Diphenyl catechine.	Nigrosines.
Kermesin orange.	Mikado orange.	Basel blue.
Rocelline.	Polychromines.	Delphine blue.
Roxamine.	Chicago orange.	Gallocyanine.
Acid Ponceau.	Auramine.	Chromocyanine.
Sulphone violet.	Setoglaurine.	Indalizarine.
Azoalzarine bordeaux.	Glacier blue.	Violet moderne.
Azoalzarine black.	Victoria green.	Parme R.
Bismarck brown.	Victoria blues.	Gallamine.
Diphenyl black.	Acid green.	Coreine.
Diphenyl blue black.	Erioglaucine.	Phenocyanines.
Trisulphone violet.	Crystal violet.	Gallazine.
Trisulphone blue.	Ethyl violet.	Gallinilic violets.
Direct gray.	Alkali violet.	Gallinilic blues.
Direct black.	Acid violets.	Gallinilic greens.
Direct violet.	Eriocyanines.	Resorcin blue.
Direct brown.	Methyl alkali blue.	Meldola's blue.
Direct indigo blues.	Navy blue B.	New blues.
Direct blues.	Diphenylamine blue.	Fast green M.
Anthracene red.	Chrome violet.	Muscarine.
Indazurines.	Night blue.	Mimosa.
Melogene blue.	Wool green.	Cyanine.
Isodiphenyl black.	Rhodamines.	
Direct indone blue.	Eosines.	

CONSTRUCTION WORK ABROAD.**PANAMA.**

[Consul General Alban G. Snyder, Panama City, June 28.]

Two Gas Plants Instead of One.

Present indications are that both Panama City and Colon will have gas plants. The previous report from this office [see **COMMERCE REPORTS** for July 3, 1915] stated that Mr. S. P. Vecker, of Key West, was here to select a site and construct a gas plant at Colon, from which gas would also be piped across the Isthmus to Panama.

Negotiations with the Municipality of Panama are now favorable, and the company now intends to erect plants in both cities, work to begin some time in September next.

The company organized for this purpose was incorporated under the laws of Delaware, with a capital of \$500,000, is registered in Panama, and its officers are: Commodore De Kinde, president; Charles E. Starr, vice president; and John C. Reed, secretary and treasurer, with offices in the Morris Building, Philadelphia, Pa.

The system is to be carbureted water gas and the plants of modern concrete and steel construction throughout, every important part being duplicated to reduce the chances of a breakdown to a minimum. All of the machinery used will be of American manufacture.

The prime object of the company is not illumination, although illuminating gas will be furnished if desired, but to furnish gas for cooking and washing purposes, and from observations and inquiries made Mr. Vecker is satisfied that such fuel can be furnished the natives at less than the present cost of the charcoal and wood now used, to say nothing of the added convenience and saving in time and labor.

As an initial encouragement and advertisement the company intends to install, free of charge, a number of stoves for those first using gas.

Mr. Vecker states that the officials of the company will be glad to give interested parties all the information they desire on this enterprise upon application to the company's offices in Philadelphia, and that he can be addressed on the subject at the above address or at Key West, Fla.

SIAM.

[Vice Consul Carl C. Hansen, Bangkok, May 13.]

Siamese Northern Railway.

On May 1, 1915, an 11-mile section on the Siamese Northern Railway extension was opened to traffic. It extends from Ban Pin to Ban Pakoh. There remains to be completed 107½ miles from Ban Pakoh to Chiangmai, the northern capital, which will be the northern terminus of the line. It is expected that the entire line will be ready for traffic in about two years.

SPAIN.

[Consul Claude I. Dawson, Valencia, June 24.]

Proposed Direct Railroad from Madrid to Valencia.

A contract was signed yesterday in this city by provincial and municipal representatives of Madrid and Valencia on the one side

and Sres. Manuel Bellidó de Gonzalez and Federico Gomez de Membrillera, engineers, of Madrid, on the other, for the survey of a route and preparation of a project to enter the competition for the proposed direct railroad between Madrid and Valencia, reported in **COMMERCE REPORTS** of March 17 and May 21, 1915.

The principal stipulations of the agreement are that the project is to be the property of the provincial and municipal authorities of Madrid and Valencia; it must be completed 15 days before the last day fixed for the reception of bids in royal decree of March 23, 1915 (18 months from February 21, 1915); and that the engineers' compensation will be 500 pesetas per kilometer (approximately \$144 per mile) for a maximum of 340 kilometers (211½ miles), all additional mileage necessary to complete the survey to be included free of cost to the authorities.

The engineers stipulate to meet these conditions under a penalty of 200,000 pesetas (gold peseta=\$0.193) for noncompliance.

It is understood that the provincial deputations of Madrid and Valencia have appropriated 50,000 pesetas each, and the corresponding municipal authorities 25,000 pesetas each, to defray the cost of the survey and project.

COOPERATIVE MARKETING OF FARM PRODUCTS.

A pamphlet just issued by the Department of Agriculture, on "Cooperative Marketing and Financing of Marketing Associations," presents the results of investigations that have been made into the practical handling of such organizations, emphasizes the difficulties to be met and the methods most likely to overcome them, and points out the practices that experience has shown should be avoided. In relation to financing, it is shown that a better basis has been reached through the fact that perishable products, marketed through an efficient organization, are now considered good security by many bankers in making loans to cooperative associations. Only a few years ago it was impossible to secure loans from a bank with a perishable product as collateral. There is also noted a new kind of relationship between business men and farmers, which seems to have its inception in the realization that agriculture is the primary industry of the Nation and that anything affecting its economic status seriously involves the entire community.

It is declared that capable management is the first requisite in establishing a cooperative farmers' organization; that the successful distribution and marketing of perishable products in a large way requires ability of a fine order; and that the manager should be well paid for his services. He should be employed by the board of directors and have large powers. He should employ and discharge all labor, secure information as to crop and market conditions, and encourage the production of the best varieties of products demanded by the trade, making contracts for their sale, while the members should be forbidden by their agreement to sell to any outside parties.

A new sugar mill at Isezela, Natal Province, which will commence crushing in September, it is said will be the largest in South Africa.

NEW ZEALAND'S REVENUES AND EXPENDITURES.

[Consul General Alfred A. Winslow, Auckland, June 2.]

During the fiscal year ended March 31, 1915, New Zealand's revenues exceeded its expenditures by \$310,000, as the statement below discloses:

Receipts and expenditures.	1913-14	1914-15	Receipts and expenditures.	1913-14	1914-15
RECEIPTS.			EXPENDITURES—contd.		
Customs	\$16,676,250	\$15,413,583	Working Railways Department	\$14,619,842	\$14,020,810
Stamp and death duties ..	5,946,717	6,896,833	Public Buildings, Domains, and Maintenance of Roads	610,580	572,670
Postal and telegraph revenue	6,119,770	6,586,530	Native Department	116,723	116,815
Land tax	3,734,800	3,891,448	Justice Department	2,042,708	2,163,319
Income tax	2,697,355	2,629,457	Mines Department	145,401	141,956
Beer duty	618,245	621,252	Internal Affairs Department	2,223,903	2,380,721
Railways	19,605,853	19,985,134	Defense Department	2,377,621	2,429,045
Registration and other fees	489,735	491,614	Customs, Marine, and Harbors, and Inspection of Machinery Departments	715,293	726,077
Marine	258,100	245,208	Department of Labor	138,929	136,948
Territorial revenue	970,594	1,166,120	Department of Lands and Survey	1,285,074	1,163,303
National endowment revenue	352,339	383,334	Department of Agriculture, Industries, and Commerce	938,441	1,008,056
Miscellaneous	2,063,717	2,245,875	Education Department	5,507,688	5,878,644
Total	59,533,475	60,556,388	Services not provided for	16,716	528,073
EXPENDITURES.			Total	57,550,521	60,246,270
Permanent appropriations	20,614,922	21,924,449			
Legislative departments	212,870	182,742			
Department of Finance	335,710	827,962			
Post and Telegraph Department	5,698,102	6,056,690			

The expenditures planned for 1915-16 call for even more money than the past year, and with the present promise of good times, owing to the high price of the products of the mines and farms, it is clear the plans will mature.

HELPFUL BOOKLET OF CHAMBER OF COMMERCE.

"Determine those countries and cities wherein your goods can be sold," is the common-sense advice given in an attractive booklet by John W. Brooks, chairman of the export committee of the Chamber of Commerce of Syracuse, N. Y. "If you are selling electric-light supplies you are wasting your time experimenting with cities where there are no electric-light plants. Such a city does, however, offer a market for candles and oils. There is little use trying to sell coal stoves where only coke is used. Unless you have data as to your market, you are wasting energy and money." Mr. Brooks then suggests the American consular service and the Bureau of Foreign and Domestic Commerce as offering effective means of obtaining the desired information.

While advocating extreme caution in the matter of credits, Mr. Brooks remarks: "The very wealthiest concerns frequently object to paying cash in advance, especially if they do not know you. When they pay cash in advance to a manufacturer they do not know they are virtually giving credit to that manufacturer for the same amount which he may have refused to extend to them." Other points succinctly brought home relate to packing, quotations, and the use of the proper tongue. Copies of this booklet, which is entitled "Helps for a Beginner in Export," may, no doubt, be obtained from the Syracuse chamber.

ORANGE EXPORTS FROM SYRIA.

Orange shipments from Jaffa, Palestine, which the war interrupted during December and January, the months when shipments are normally most active, were prolonged till the end of May. The Cairo correspondent of the Near East says:

According to reliable statistics, the total shipments of oranges effected to England via Alexandria amount to about 112,229 boxes, of which 89,874 were sent to Liverpool, 20,759 to Manchester, 676 to London, and 920 to Hull. A further full cargo of about 25,000 boxes is said to have been shipped direct to Liverpool by a chartered Greek steamer in April. Out of this total only about 13,000 boxes were shipped between the end of October and end of November; while the large balance had to be shipped by every available opportunity between February 5 and May 18. The shipments to Alexandria totaled about 55,000 boxes, and wholesale prices have averaged about 6s. (\$1.43) per box. Never before have such large quantities of Jaffa oranges been imported into Egypt during such a period; and, while the consumers were delighted, the native orange growers resented the competition of this outside fruit which, by successive and comparatively heavy arrivals, led to a general pulling down of prices. In Liverpool, however, prices varied considerably according to the quality and condition of the fruit. While good and sound oranges fetched handsome prices, sometimes over 12s. (\$2.92) per box, the lower grades could not stand the long voyage, and arrived mostly in a wasty condition, fetching, according to the last reports, prices hardly sufficient to cover freight and expenses, which, this year, were unusually high. Anyway a complete disaster has been averted, and between the shipments made to England and Egypt, on the one hand, and to Dedengatch, in transit for further destinations inland, and Turkish ports, on the other, probably more than a third of the crop has been saved from utter ruin.

[For previous articles on this season's orange shipments from Syria see **COMMERCE REPORTS** for Jan. 9 and Apr. 5, 1915.]

LOW RATES OF EXCHANGE AT SWEDISH PORT.

[Consul Emil Sauer, Goteborg, June 8.]

In its June 5th issue the Goteborgs Handels-och Sjöfarts-Tidning thus comments on the rates of foreign exchange prevailing in this city:

The rates of foreign exchange are at present exceedingly low. The rate for pounds sterling, which on March 15 was as high as 19.50 crowns [\$5.226], has gone down to 18.18 crowns [\$4.87224], and it seems in fact likely to go down still farther, as Sweden's purchases from England are at present relatively small and the export from Sweden to England, especially of lumber, is not inconsiderable. The rate for francs, which has been 0.78 crown [\$0.20904], has declined to 0.7075 crown [\$0.18961], which to a certain extent at least must depend on the low quotations for French values in London. German marks also continue to be low, namely, 0.785 crown [\$0.21038], depending on the large claims Sweden has in Germany and on the unwillingness of that country to settle its foreign debts by payment in gold. Austrian crowns are quoted at 0.5850 Swedish crown [\$0.15678], probably in connection with the low German rate. Finnish marks are as low as 0.59 crown [\$0.15812], and rubles at 1.50 crowns [\$0.402]. The only currency that maintains its high rate is the American dollar, which is quoted at 3.81 crowns [\$1.02108], and this depends, of course, on the tremendous export to Europe.

[The values inserted in brackets above are the equivalents in American gold based on the United States Treasury conversion rate for the Swedish crown, or \$0.268. The Treasury rates for the other coins named are in normal times: British pound sterling, \$4.8665; French franc, \$0.193; German mark, \$0.238; Austrian crown, \$0.203; Finnish mark, \$0.193; and Russian ruble, \$0.515.]

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

Mattress wire, No. 17542.—A firm in England informs an American consular officer that it is in the market for from 5 to 10 tons of mattress wire. It suggested that manufacturers submit a sample of the wire and quote prices delivered. Terms of payment will be arranged. Reference is given.

Potassium permanganate, No. 17543.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in the Netherlands stating that he desires to receive names and addresses of buyers of potassium permanganate. He desires to deal directly with the consumer. He states that he will pay cost of "week-end cable letter."

Salicylous of soda, No. 17544.—A firm of wholesale druggists and dealers in chemicals in England informs an American consular officer that it desires to purchase salicylous of soda and other salicylates. Quotations are desired c. i. f. destination or f. o. b. steamer New York or Boston. It is stated that the firm is accustomed to handling American drugs and chemicals. The consular officer also desires to receive names and addresses of exporters of these commodities.

Fibers and machinery, No. 17545.—An American consular officer in Honduras states that he is forwarding samples of a fiber which is grown in his district. He states that the fiber is very similar, if not identical, to the Yucatan sisal hemp. He supplies the name and address of a man who is in a position to give detailed information relative to this fiber. He also states that it is probable that machinery will be needed in the near future for making ropes of this fiber. When the samples have been received they will be placed on exhibition at the Bureau of Foreign and Domestic Commerce and its branch offices.

Opal shades, arc lamp carbons, etc., No. 17543.—An American consular officer in England reports that a corporation in his district is in the market for 8 or 9 inch opal shades, arc-lamp globes, and both alternating and direct current motors for generating industrial service.

Paper and machinery, No. 17547.—A business man in Russia has requested an American consular officer to put him in touch with American manufacturers and exporters of paper for draftsmen, calca, copying paper, etc., and machinery for the manufacture of paper. He desires to secure an agency for these lines. References are given. Correspondence may be in English. Weights, measures, etc., should be stated in Russian equivalents and quotations should be made c. i. f. Vladivostok.

Electric tramway, No. 17548.—The Gaceta de Madrid publishes a notice to the effect that tenders will be received at the "Dirección General de Obras Públicas," Madrid, Spain, until August 3, 1915, for the construction and working for a period of 60 years of an electric tramway between Deusto and Ibarrecolanda, in the Province of Vizcaya. The minimum rolling stock required to commence the working of the line is two motor trams, two trailer cars, one motor wagon, and one trailer wagon. An option on the concession is held by the "Compañía Vizcaína de Electricidad." Although this contract will probably be awarded to a Spanish firm, nevertheless the carrying out of the work may involve the purchase of some material outside of Spain. The Bureau has no further information relative to this opportunity.

Plates and badges, No. 17549.—The office of the British Trade Commissioner for South Africa reports that tenders are invited by the Johannesburg Municipal Council for the supply and delivery of 5,150 enameled-iron license plates and badges and 43,900 brass license plates. A copy of the specifications and conditions of contract and form of tender, together with blue prints, may be obtained from the Controller of Stores, Municipal Offices, Plein Square, Johannesburg, and sealed tenders on the proper forms will be received by the town clerk until August 3, 1915. A sample of the enameled and brass badge, to show quality of workmanship, must be submitted with tenders. The Bureau has no further information relative to this opportunity.

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NEW STEAMSHIP LINE TO ALASKA.

[Commercial Agent W. B. Henderson, Seattle, Wash., July 10.]

A new semimonthly steamship line was established this week by the Independent Steamship Co. between Puget Sound and southeastern and southwestern ports of Alaska. It has Pier A in Seattle as headquarters, and handles both freight and passengers.

NEW BANK FOR ARGENTINA.

[Clerk to Commercial Attaché J. H. Needham, Paris, France, June 22.]

A Paris financial journal, Agence Economique et Financiere, published, under date of June 19, a dispatch from Buenos Aires to the effect that a movement is on foot for the creation of a new bank in that southern metropolis, the capital of which will be exclusively Argentine. This bank, it is stated, will have the patronage of the Banco Espanol del Rio de la Plata.

TO AID AMERICAN TRADE IN SÃO PAULO.

The new United States consulate at São Paulo, Brazil, which was established May 10, 1915, requests the forwarding by American business men of all possible advertising matter in the form of catalogues, commercial reviews, samples, etc. The consulate will have a room designed especially for these exhibits, and it is desired that the material available be forwarded as soon as possible.

Supplementing the foregoing mail report, the following telegram was received from Consul Maddin Summers, of São Paulo:

"Greatly handicapped lack of American catalogues, price lists, and discount sheets. Request same be sent at once."

HEARINGS OF FEDERAL TRADE COMMISSION.

Close-range study of some of the more important problems with which the Federal Trade Commission will have to deal in the future is the purpose of the hearings and conferences which the Commission will hold in several Western cities, beginning July 19, in Chicago.

The meetings thus far definitely fixed are as follows: July 19 and 20, Chicago; July 21, Detroit; July 22, Cincinnati; July 23, Indianapolis; and the following six days, Chicago. Similar hearings probably will be held in Minneapolis, Tacoma, Spokane, Seattle, Portland, San Francisco, Los Angeles, and San Diego.

While the Commission will grant hearings along any lines within its jurisdiction, it is planned to devote attention particularly to the following program:

First. The Commission will continue its conferences on foreign trade already begun in Boston and New York. Manufacturers, bankers, economists, and others interested in promoting American commerce abroad will be invited to meet with the Commission in conferences and will be asked to give suggestions and information as to the most effective means of building up trade in foreign markets.

Second. Conferences will be held with trade organizations in various lines of industry. The first two days in Chicago will be devoted to a meeting with representatives of the National Association of Lumber Manufacturers. A committee of 30 to 40 representatives of organizations affiliated with this association will appear before the commission and discuss conditions in the lumber industry. The purpose of these conferences is to enable the Commission to obtain a broad survey of existing conditions in various large industries at first hand.

Third. The Commission will hold informal hearings in connection with informal complaints filed with the Commission by various parties, alleging unfair methods of competition on the part of their competitors.

The policy which prompted this part of the Commission's program was set forth by Chairman Joseph E. Davies of the Federal Trade Commission in his speech before the Associated Advertising Clubs of the World at Chicago on June 20, as follows:

The interest of the public, of complainants, and those complained against, all require that in the accommodation of business processes to government requirements, readjustments shall be brought about as easily and with as much speed as is consistent with law and due regard for the rights of all concerned. Business men of to-day do not desire intentionally to disobey the law. A common understanding of the facts, arrived at through full and frank conference of persons complained of with the Federal Trade Commission may frequently result in the stopping of the alleged unfair practices more expeditiously than would lengthy legalistic procedure. It is in the interest of the public that processes of suitable and amicable accommodation should first be exhausted by the Federal Trade Commission before it should institute formal complaints embarking upon a long and technical course of legal procedure.

Cordial cooperation of business men and others interested in the work of the Federal Trade Commission already has been assured in all the cities the Commission purposes visiting. Chambers of Commerce, trade associations and individuals everywhere have manifested deep interest in the coming conferences and it is hoped and expected that the future work of the Commission will be greatly facilitated as a result of this tour.

IMPORTS OF RUBBERIZED CLOTH INTO CHILE.

[Consul General L. J. Keena, Valparaiso, June 15.]

A report on the imports into Chile of rubberized wearing apparel and rubberized cloth, for 1913, gives an idea of the Chilean market for this class of goods. The largest of the several subdivisions of these goods, in value represented, is that of waterproof cotton cloth, rubberized or gum, of which there were imported 32,557 pounds, valued at \$18,857. The United Kingdom furnished 20,000 pounds, worth \$11,579; Germany, 8,937 pounds, \$5,180; and France, 3,510 pounds, \$2,034. The United States shipped only 44 pounds, worth \$26. Of waterproof clothes, woolen, sewed or with seams, the total imports were 2,168 pounds, worth \$4,304, of which the United Kingdom shipped 1,526 pounds, worth \$3,031, Germany and France smaller amounts, and the United States only 49 pounds, valued at \$96. Waterproof woolen cloth totaled 3,350 pounds, worth \$2,773, the countries represented being United Kingdom, 963 pounds, \$796; Germany, 1,781 pounds, \$1,475; and France, 606 pounds, \$502. Rubberized cotton dress shields totaled 3,024 pounds, worth \$4,005, of which the United Kingdom shipped 236 pounds, worth \$312; Germany, 1,340 pounds, \$1,774; and France, 1,448 pounds, worth \$1,918.

Other imports of this class were: Rubberized linen dress shields, 31 pounds (Germany), \$41; waterproof clothes without seams, 68 pounds (Germany), \$170; silk gum dress shields, 283,211 pounds, \$729; silk waterproof cloth, 198 pounds, \$492.

Waterproof Coats Under Two Classifications.

The entries under waterproof woolen clothes do not, perhaps, cover all of the woolen waterproof coats brought into the country, as many of these are probably classified as ready-made clothing and entered under that heading. There is a fair local representation of British-made rain-proof coats of standard makes, both for men and women, a stock, in fact, which would largely exceed the amounts given for importation of woolen waterproof clothes.

The climate of this section of Chile is dry for eight months in the year, and rainy in the four winter months. The average rainfall in those months at Valparaiso would be in the neighborhood of 35 inches.

[Lists of general importers, importers of men's and women's clothing, ship chandlers, shipowners, whaling companies, and dry docks at Valparaiso may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

PORTUGAL'S HARVEST.

[Consul General W. L. Lowrie, Lisbon, June 21.]

Reports published by the local newspapers indicate that the harvest in Portugal this year will not be of an average quantity. It is estimated that the native production of wheat will not supply the demand for more than five or six months, when importation must be resumed. Beans (a most important crop for Portugal), rye, and oats are all below normal. Vineyards are not promising well as the vines are affected with mildew. The crop of corn, however, is above the average.

FOREIGN FOOD PRICES AS AFFECTED BY THE WAR.

To show something of the effect of the European war upon cost of living, following the outbreak of hostilities in August, 1914, is the purpose of Bulletin No. 170, of the Bureau of Labor Statistics, Department of Labor, just issued under the title "Foreign food prices as affected by the war." Much of the information of the report was obtained through the Consular Service of the Department of State, and in the main covers the period from August to December, 1914. Prices are given for 18 countries and represented by reports from over 100 cities, towns, and consular districts.

The report shows that the first effect of the war was the same practically throughout Europe. Its outbreak was followed by a sharp rise in prices, due mainly to panic and uncertainty. In some countries legislative measures were at once taken to check this rise. In others the Governments strictly adhered to a hands-off policy and trusted to the natural course of events for readjustment. Within a fortnight the first panic was over, and, except in the actual war zone, prices began to fall. In most places, however, prices did not drop to the July level, and after an interval again took an upward turn, which has probably not yet reached its climax.

Administrative and legislative measures to check the rise in cost of necessities were very generally taken. Denmark, Egypt, Great Britain, Italy, Russia, Spain, and Turkey prohibited the export of practically all foodstuffs. France, Norway, and Sweden listed certain articles which must not be exported, and Holland placed an embargo on butter and cheese.

Some Governments, while allowing the local authorities to fix prices on most things, issued decrees applicable to their whole territory concerning a few highly important articles. Thus, Austria and Germany both prescribed the proportion of wheat or rye flour that should be used in making bread. Later, both Austria and Germany fixed the wholesale price of cereals, and brought the distribution and consumption of flour and bread under strict control. Turkey fixed prices for petroleum, sugar, and flour. In Italy salt, tobacco, and matches are Government monopolies, so that their prices were fixed by the central authority. Denmark, Holland, and Switzerland limited themselves to controlling the most important bread-stuff of each country.

The importance and full significance in the increases in prices which occurred would not be fairly presented without reference to the fact that increased cost of living, and especially the increase in food prices, has for several years been a question of serious concern in practically all of the European countries. The upward movement in prices prior to the war had in fact been world-wide. An inquiry of the British Board of Trade in 1912 showed increases in food prices in various countries over prices in 1900 ranging from 15 per cent in Great Britain and France to 16 per cent in Australia, to 30 per cent in Germany, to 32 per cent in Belgium, and 35 per cent in Austria. In Canada and in the United States the increase shown was even greater than the highest of these figures. Thus, it will be seen that the increased prices, directly due to the war, coming as the culmination of a long period of increases, are much more

serious to the masses of the population than the mere figures indicate. It is obvious, too, that the increases of the first four to six months represented only the beginning of the war's effect on the cost of living.

MEDICINE AND SURGICAL-APPLIANCE EXPORTS.

American manufacturers of medicines and medical and surgical appliances are supplying their products in rapidly increasing quantities to foreign countries. The manufacture of patent and proprietary medicines, surgical instruments and other appliances represented as long ago as 1909 a capital outlay of over \$100,000,000 with an aggregate product of \$165,000,000. To-day the figures are considerably larger, and while less than 10 per cent of the yearly output is exported the latest reports of the Department of Commerce show greatly increased sales abroad and rare opportunities for the building up of a large export trade. The following table illustrates the rapid growth in a single year:

Articles.	Year ending June 30—	
	1914	1915*
Surgical appliances.....	\$1,289,000	\$4,500,000
Medical and surgical instruments.....	206,000	300,000
Dental goods.....	2,679,000	1,274,000
Patent or proprietary medicines.....	6,722,000	7,200,000
Miscellaneous drugs, chiefly disinfectants.....	9,020,000	22,500,000
Total.....	19,916,000	35,774,000

* Estimate based on actual figures for 11 months.

Ordinarily Canada takes most of the surgical appliances exported from the United States. The increased sales in 1915, however, represent shipments to Europe, where with millions of men under arms, casualties amount to thousands daily. The COMMERCE REPORTS for April 2 and June 12, 1915, contained interesting discussions regarding markets for American limbs and the conditions to be met and overcome in competing for that trade.

In normal times England is the largest foreign market for our patent and proprietary medicines. Smaller amounts go to Cuba, Canada, Argentina, India, Mexico, Central America, and elsewhere. Besides Canada, which is the largest market for our medical and surgical appliances, there is also some demand in England, Cuba, Australia, Mexico, South America, Germany, and Japan. England takes most of the dental goods exported, but under existing conditions the demand is greatly diminished there. Formaldehyde and other disinfectants are going in large quantities to Europe. In all lines of medicines and medical instruments and appliances some sales have been made to scores of countries, and the reports of American consular officers indicate that prospects for increased business are good.

A Pacific coast pea-packing company finished the season on June 19 with a pack of over a million cans.

AGRICULTURAL IMPLEMENTS IN AMERICAN EXPORT TRADE, 1915.

Exports of American agricultural implements during the fiscal year 1915 (12 months ended June 30) totaled approximately \$10,000,000, as against \$40,600,000 in the high-record year 1913, \$21,000,000 in 1903, and a yearly average of more than \$29,000,000 for the past decade. This loss of trade fell most heavily upon sales to Europe, but there were also smaller though significant decreases in shipments to Argentina, Canada, and various countries of Africa and other sections of the world. Cuba and Siberia made gains. Australia barely held its own in the year's trade, but this is a good showing in view of the fact that her wheat crop dropped from over 100,000,000 bushels in 1913 to 25,000,000 bushels last year.

The European war was doubtless the dominant factor in the great falling off in our exports of agricultural implements in the fiscal year just ended, since the decrease in sales to Europe was disproportionate to that in sales to other sections. Thus our exports of agricultural implements to European Russia, usually the greatest of foreign markets for this class of American manufactures, practically ceased, as did also those to Germany, while huge losses likewise occurred in sales to France and other European countries. Another contributory factor was the recent establishment of great plants in Russia and France, financed and controlled by American capital, for the manufacture of farming machinery.

Information reaching the Department of Commerce, however, indicates a growing use of machinery on farms both in Europe and elsewhere, a tendency which will doubtless be even more pronounced upon the resumption of peace, since the devastation of war is causing a marked shortage in human and animal labor, necessitating proportionately more machinery for the successful conduct of farming. Russia, for example, possesses one-seventh of the entire land area of the world and an even larger proportion of the land devoted to cereal crops, which require for their cultivation more machinery than most other classes of farm products. General depression in Canada, Argentina, and elsewhere so reduced buying power in 1914-15 that new agricultural machinery has not been purchased in the usual quantities, but with a restoration of normal conditions American manufacturers will doubtless find larger markets than ever before.

A decennial record of our exports of agricultural implements in the half century from 1863 to 1913, the high-record year, with an estimate indicating the big drop in 1915, is presented in the following table compiled by the Bureau of Foreign and Domestic Commerce (amounts for 1863 and 1915 being estimated):

Fiscal year.	Value.
1863	\$500,000
1873	2,000,000
1883	3,900,000
1893	4,700,000
1903	21,000,000
1913	40,600,000
1915	10,500,000

A comparison of our exports of agricultural implements to leading markets for the eleven months ending May 31, 1914 and 1915, is shown by the following table:

Exported to—	Eleven months ending May 31—	
	1914	1915
European Russia	\$6,438,000	\$83,000
France	3,884,000	1,158,000
Germany	3,182,000	20,000
United Kingdom	1,082,000	704,000
Other Europe	4,147,000	1,481,000
Canada	2,842,000	1,643,000
Argentina	4,216,000	1,455,000
Africa	1,445,000	542,000
Other countries	3,136,000	2,369,000
Total	30,332,000	9,450,000

PLAN TO MANUFACTURE CEMENT IN BRAZIL.

[Consul Robert Frazer, jr., Bahia, June 16.]

A Government concession to use certain large deposits of shells in the Bay of Bahia, suitable for use in the manufacture of cement, is held by two residents of this city. They have studied the feasibility of erecting a cement factory here, and have had the materials they propose to use and some cement made experimentally from those materials analyzed, claiming very satisfactory results. They believe that a product equal in every way to the best imported cement could be made here for \$2.50 or \$2.75 per 180-kilo barrel (396.83 pounds), as against the minimum cost in normal times of \$4.32 for landing an ordinary grade of foreign cement, duty paid.

Their idea includes the erection of a factory in a small harbor opening off the large Bay of Bahia, at a point where steamers can approach to within 100 feet of the shore. Near this site are great deposits of sea shells, mixed with coral, and an especially suitable clay. One of several beds of these shells is $1\frac{1}{2}$ miles long by three-fourths of a mile wide, and has been tested to a depth of $7\frac{1}{2}$ feet. It is exposed at low water and the shells could be brought the 3 miles to the factory site at very small cost in lighters or native sailing craft. The clay would be accessible by a short tram line.

DECREASED LEEDS EXPORTS TO UNITED STATES.

[Consul Homer M. Byington, Leeds, England, July 1.]

The declared exports through the Leeds consulate to the United States for the quarter ended June 30, 1915, amounted to \$184,524, as compared with \$610,117 for the corresponding quarter of 1914. The total exports for the six months ended June 30, 1915, amounted to \$392,850, as compared with \$1,222,957 for the corresponding half year of 1914. The decrease may be said to be almost entirely due to conditions brought about by the European war.

FISHERIES OF PORTUGAL AN IMPORTANT INDUSTRY.

[Consul General W. L. Lowrie, Lisbon, Portugal, June 11.]

The fishing industry of Portugal is one of the country's most valuable sources of income, and gives employment to nearly 70,000 persons. Lisbon's market is one of the best in the world, in the extent and variety of the catch. The value of all kinds of maritime fauna, including crustaceans, taken in Portuguese waters during 1914 is estimated at \$8,000,000.

Official statistics published recently of the varieties and the value of the catch for the four years 1910-1913, for Portugal and the Azores and Madeira Islands, show:

Varieties.	1913	1912	1911	1910
IN SEA WATER.				
Codfish.....	\$254,751	\$369,197	\$490,385	\$440,018
Crabs.....	99,566	171,383	105,221	98,510
Flatfish.....	69,231	72,820	58,921	61,450
Lobsters.....	46,337	49,655	59,078	79,503
Miscellaneous.....	2,743,462	2,401,920	2,237,759	2,226,608
Mussels and other shells.....	20,533	14,725	17,620	11,299
Oysters.....	523	1,034	1,151	2,200
Sardines.....	3,530,999	3,338,721	2,938,425	2,943,778
Shrimp.....	11,364	13,484	11,278	8,963
Tunny.....	461,794	452,942	353,608	350,494
Whale.....	14,201	14,878	18,385	22,790
Total.....	7,261,761	6,890,759	6,291,831	6,264,613
IN TIDE WATER.				
Eels.....	10,777	4,563	6,172	3,964
Miscellaneous.....	77,113	80,278	48,931	53,147
Salmon.....	755	444	719	482
Shad.....	52,156	40,240	52,627	70,547
Total.....	140,801	125,532	108,449	128,040
Grand total.....	7,402,562	7,016,291	6,400,280	6,392,653
FISH IN TIDEWATER.				
Eels.....	Number. 23,764	Number. 7,075	Number. 12,480	Number. 8,792
Salmon.....	88	47	170	128
Shad.....	170,460	130,460	164,580	269,500

Fishing Season Lasts Six Months.

A large proportion of the fishing is done in the six months from July to December, April being the poorest month in results.

Thirty-eight Portuguese vessels are engaged in fishing for cod, leaving for the Grand Banks of Newfoundland in April and May, and returning to their home ports in the autumn. The value of the catch, number of vessels, number of crew, etc., engaged in this work for the four years 1910-1913 were:

Articles.	1913	1912	1911	1910
QUANTITY.				
Codfish.....pounds..	5,703,505	8,497,403	11,751,880	10,833,543
Cod liver oil.....do..	67,553	97,437	108,916	84,804
VALUE OF CATCH.				
Codfish.....	\$251,730	\$365,579	\$486,331	\$436,408
Cod liver oil.....	3,021	3,618	4,034	3,610
Total.....	254,751	369,197	490,385	440,018
Number of vessels.....	38	37	39	28
Tonnage.....	7,265	7,133	7,270	6,529
Number of canoes.....	1,199	1,156	1,007	793
Number of crew.....	1,301	1,211	1,099	886
Value of vessels and canoes.....	\$569,896	\$523,716	\$461,588	\$418,268
Value of equipment.....	16,121	16,036	18,738	21,760
Total.....	586,017	539,752	480,326	440,028

Vessels of All Descriptions Employed.

The industry gives occupation to more than 40,000 persons direct and to many thousands more indirectly in the packing factories, etc. Nearly 12,000 vessels of all descriptions are employed. The following table shows the number and value of the vessels, the equipment, the number of fishermen, etc.:

Year.	Vessels.		Number of fishermen.	Value of vessels.	Value of equipment.
	Number.	Tonnage.			
1910	11,213	42,431	29,525	\$2,007,015	\$2,325,012
1911	11,199	48,754	31,865	2,340,300	2,336,947
1912	10,811	48,485	41,199	2,530,489	2,446,709
1913	11,589	48,430	43,613	2,688,084	2,514,655

Not the least interesting part of the fishing industry is the catch of lobsters, which are found for the most part in the northern part of the country (between Povoa and Vianna do Castello), between Buarcos and Ericeira, near the Cape of Espichel, at the bar of Setubal, and at the island of St. Michael's, Azores. About 150,000 crustaceans are captured annually, and the value is \$50,000. Of these, 40 per cent are consumed locally, 34 per cent exported to Spain, and 26 per cent to France.

Portuguese Lobster Has Fine Flavor.

The Portuguese lobster (spiny lobster, *Palinurus vulgaris*) has a fine flavor and is in good demand. Prices at the public market range from \$0.50 to \$1.25 each.

In former years the rivers which discharge on the coast of Portugal were well stocked with fresh-water and also with migratory fish which came into the streams to lay their eggs and then returned to sea. In recent years the number of fish has decreased greatly. The famous trout of the Canado, Mondago, and Zezere are rare. The catch of Savel in the River Tagus is still of considerable importance.

CASH RESOURCES OF THE BANK OF SPAIN.

[Consul Robertson Honey, Madrid, June 19.]

The statement of the Banco de España (Bank of Spain), just published, shows that there is on hand gold coin of foreign countries to the amount of 240,884,120 pesetas, equivalent to \$46,490,635 United States currency; gold coin of Spain, 329,147,062 pesetas, or \$63,525,556; and bar gold to the value of 40,571,060 pesetas, or \$7,830,214; a total of 610,603,142 pesetas, equivalent to \$117,846,405 United States gold.

In Spanish silver there is 366,300,000 pesetas, or \$70,695,900, making the total cash on hand 976,903,142 pesetas, or \$188,542,305.

The bank values the American gold at 5.18 pesetas per dollar, the British sovereign at 25.20 pesetas, and the German mark at 1.23 pesetas. Of the gold holdings, as above, the bank has French francs to the number of 158,900,000, British sovereigns 2,788,000, and 840,000 American dollars. The gold peseta and the franc are at par.

POULTRY EXHIBITION IN BRAZIL.

[Consul General Alfred L. Moreau Gottschalk, Rio de Janeiro, June 22.]

The second annual national Brazilian poultry exhibition, under the auspices of the Brazilian Poultry Association, will be held in Rio de Janeiro, Brazil, September 5 to 8, 1915.

The exhibition, besides containing displays of live thoroughbred fowl, will also have a section for poultry appliances and apparatus, foods, remedies, etc.

This consulate general has arranged with Mr. Curtis E. Huebener, proprietor and manager of "Avicultura Americana" (American Poultry Farm), whose address is Rua de Pedreira, 58, Cascadura, Rio de Janeiro, Brazil, to look after the interests of American manufacturers of these classes of goods at the exhibition, and it is believed to be a propitious time and an exceptional opportunity for American firms to introduce their products and eventually build up a substantial trade here.

Mr. Huebener, who is an American, was engaged in the poultry business in the United States and about two years ago established his farm here, importing all of his original stock (comprising about 25 varieties) and appliances from the United States. His standing in the poultry fraternity here is high, and at the first exhibition—held last year—he carried off honors with 35 gold, 17 silver, and 9 bronze medals on his live stock, besides a number of premiums on appliances.

The coming show will undoubtedly hold a large exhibition of English-made goods which maintain local representations here, and unless American manufacturers act at once their products will be unrepresented.

Classes of Goods Desired.

Mr. Huebener is especially interested in the following goods: Incubators and brooders, including hovers for extensive brooder houses, drinking and feeding appliances, poultry foods and remedies, caponizing and other poultry veterinary instruments, trap nests, poultry journals and other periodicals, etc.

He has already made arrangements with his New York agents, K. Mandell & Co., 90 West Street, New York City, to receive and forward shipments. Mr. Huebener will pay the ocean freight and other expenses incidental to shipment from New York to Rio de Janeiro, as well as customs duties here, and this arrangement should prove acceptable to American manufacturers who wish to furnish him with sample goods for this exhibition, with a view of establishing future agency and selling connections in this market. After the exhibition is closed Mr. Huebener proposes to maintain a permanent exhibition of American poultry products at his farm near Rio de Janeiro, which is daily visited by all classes of persons interested in poultry raising.

American manufacturers who are interested in this opportunity should bear in mind that scarcely sufficient time remains to get goods here in time for the show and should immediately get in touch with K. Mandell & Co., who will bulk the various shipments into several large consignments.

Such articles as can conveniently be sent by mail or parcel post should be directed as follows: "Curtis E. Huebener, Proprietario da

Avicultura Americana, Rua da Pedreira, 58, Cascadura, Rio de Janeiro, Brazil," and plainly marked "Amostras Sem Valor Para a Exposição de Avicultura."

Mr. Huebener also invites correspondence from American manufacturers and is desirous of securing catalogues and price lists. Correspondence may be in English or Portuguese.

HIGH PRICES FOR TARTAR PRODUCTS.

Among other articles of Italian production that have taken on a much firmer tone in the markets since Italy's entrance into the war may be mentioned the tartar products—argol, or crude tartar, tartaric acid, and cream of tartar. These articles are by-products of the great Italian and French wine industries, especially of that in Sicily, the argol forming as a crust on the sides of the vats during fermentation. Refinement is effected by recrystallization. Some tartar is obtained in most other countries where wine is made, especially in Portugal and Spain, but Italy and France still remain the chief sources.

The United States imports most of its tartar in the form of the crude product known as argol, the total imports of which during the fiscal year ended June 30, 1914, amounted to 29,522,715 pounds. This total may be considered as slightly above the average annual import. Italy supplied 12,629,107 pounds and France 12,407,111 pounds. The imports for the first 10 months of 1915 fell about 2,000,000 pounds below the total for the corresponding period of the previous year, although for April there was a noticeable increase. Imports of tartaric acid for the fiscal year 1914 amounted to 848,575 pounds and of cream of tartar to 812,857 pounds, figures that reveal a remarkable increase over the 78,942 pounds and 66,718 pounds, respectively, recorded for the previous year. This increased importation followed the tariff reduction that became effective in October, 1913.

Cream of tartar and tartaric acid are used extensively in the manufacture of baking powders, effervescent drinks, Seidlitz powders, etc., and also in various dyeing processes. They have never been manufactured on a large scale in the United States from domestic argol, although some progress has been made in that direction in California, where it should be possible to increase the output greatly if the present high prices continue. On July 12 the wholesale price of cream of tartar was 35 cents a pound, which was an increase of 11 cents over the price immediately before the war and a jump of 5 cents within a month. Tartaric acid was selling at 44½ cents a pound on July 12, which represents an increase of about 14 cents since the outbreak of hostilities. It also has been showing great firmness for a month or more. The price of argol has not been affected by the war, the quotation of 2¼ to 18 cents a pound on July 12 being almost identical with that of a year previous.

PROPOSED INCREASE IN RUSSIAN COTTON ACREAGE.

[Consul General John H. Snodgrass, Moscow, June 12.]

It has been decided to appropriate new credits in Russia for the extension of the area sown to cotton in Turkestan, the Caucasus, and in the Province of Astrakhan on the Caspian coast.

GREEK DEMAND FOR JUTE AND COTTON BAGS.

[Consul A. B. Cooke, Patras, Greece, June 16.]

The market of Patras annually consumes 400,000 to 500,000 jute bags in the exportation of currents. The supply has come heretofore from India, but some efforts are reported to have been made to introduce the American-made jute bag, although without success, owing to the unsatisfactory quality of the latter. The bags used in the current trade are known as the half bag and the quarter bag. Dimensions and weight of the former are: Width, 24½ inches; length, 33½ inches; weight 19 ounces. Of the latter: Width, 19½ inches; length, 27 inches; weight, 8 ounces. Slight variations from these are accepted. It is the practice to have the half bag to contain 112 pounds of fruit, and the quarter bag contain 56 pounds. (Samples of these bags may be inspected by application at the Bureau of Foreign and Domestic Commerce or its branch offices.)

The prices asked to-day by British manufacturers are \$16.20 per hundred for half bags and \$9.11 for quarter bags, prices being c. i. f. Patras. Prices of bags have recently advanced some 30 per cent.

Shortage Expected Before End of Year.

This market is controlled by one or two importers here. They claim to have in sight a sufficient supply to meet the demands of the market for the near future. It is probable, however, that there will be a shortage of bags before the year is out, as it becomes more and more difficult to secure stocks from former markets, and a corner of the local market might result.

The currant season opens on August 23, and from that date to the close of the calendar year there is usually a sharp demand for bags, two-thirds of the annual exports of currants being effected within that period. The bags are received in bond, and are reexported (if within two years) free of import duty.

There is also a good demand here for cotton bags such as are used for cement. One firm has recently estimated its needs as perhaps 500,000 bags per annum. Bags should be shipped in bales, about the size of ordinary cotton bales, and similarly strapped.

Shipping Quotations an Important Feature.

It is preferable that quotations be made c. i. f. Patras rather than f. o. b. New York, since local importers state that it is difficult for them to secure exact quotations from New York to Patras. Interested American firms might secure such quotations promptly by addressing The National Steam Navigation Co. (Ltd.) of Greece, 45 Pearl Street, New York, the only line running from New York direct to Greece. It is probable that if prices and goods are satisfactory, payments could be arranged to suit sellers.

If interested American firms will send to this consulate samples of their several baggings, jute and cotton, tagging each sample clearly with prices for the different sizes, and indicating if prices are c. i. f. Patras, the consulate will take pleasure in having the samples displayed for the benefit of local dealers. It would be well to have all possible necessary data on file with the consulate, in the event that firms should wish to communicate by telegraph.

FOREIGN TARIFFS.**BRITISH GUIANA.**

[Consul G. E. Chamberlain, Apr. 1, 1915.]

New Tariff.

The Customs Duties Ordinance, 1915, promulgated March 31 and effective until December 31, 1915, continues in force the rates prescribed by former tariffs, with the exception of those applicable to flour, cartridges, and certain patent medicines. The duty on flour has been increased from \$1.05 to \$1.15 per barrel (British preferential rate, \$0.90), and an ad valorem duty of 60 per cent (British preferential rate, 40 per cent) has been substituted for the former specific duty of \$1.50 per 100 for loaded and \$0.50 per 100 for unloaded shells. Patent medicines containing not more than 50 per cent of proof spirit, which were formerly dutiable at the rate of 16½ per cent ad valorem prescribed for articles not specified in the tariff, are now subject to a duty of 27½ per cent ad valorem.

Export Duty on Sugar.

Another ordinance promulgated in British Guiana on the same date provides for an export duty of \$0.85 per ton on sugar and establishes excise taxes on rum and spirits produced in the colony. [Barrel, 196 pounds; ton (British), 2,240 pounds.]

CANADA.

[Consul Felix S. S. Johnson, Kingston, May 17, 1915.]

Postal Regulations for Catalogues.

It has been the custom among some American firms to send catalogues to Canada with the following notice on the wrapper: "If this catalogue is not called for in 30 days, kindly hand it to some one else." This practice should be discontinued, in view of the following instructions recently issued by the Canadian Government to its postmasters:

It is believed that to allow this request to be complied with would lead to great abuse in connection with the delivery of mail matter, as the regulations strictly forbid the delivery of an article of mail matter to any person other than the addressee, and postmasters are accordingly instructed to ignore any request of this character and to treat the matter bearing such a request in the regular manner prescribed by the postal regulations.

[Customs Memorandum No. 1927-B, June 19, 1915.]

Restrictions on Potatoes from United States.

In connection with the prohibition of the importation into Canada of potatoes originating in the States of New York and Maine, it is now required that potatoes from other localities when shipped to Canada by way of either of the foregoing States shall be accompanied by a certificate indicating their origin. Potatoes will not be admitted upon arrival at a Canadian customhouse except upon presentation of such a certificate. [For previous notice regarding the prohibition of certain potatoes from the United States in Canada, see Foreign Tariff Notes No. 15, p. 56.]

CEYLON.

[Consul Walter A. Leonard, Colombo, Dec. 30, 1914.]

Increase on Spirits and Tobacco.

A recent enactment of the Legislative Council of Ceylon provides for increased rates of duty on spirits and on raw and manufactured

tobacco. The duty on spirits like brandy, gin, rum, and whisky is raised from 7 to 9.37 rupees per proof gallon (rupee, 32.4 cents; proof gallon, 1.374 United States proof gallons). The duties on other spirits are raised from 6 to 8 rupees per gallon (1.2003 United States gallons), and from 8 to 9.37 rupees per proof gallon. The duty on snuff, tobacco, and cigars and cigarettes is increased from 1.50 to 3 rupees per pound; on other manufactured tobacco, from 1.40 to 3 rupees per pound; and on unmanufactured tobacco, from 0.75 to 1.50 rupees per pound.

CHILE.

[Boletín Oficial de Aduanas, Nov. 10, 1914.]

Classification of Windmills.

A customs decision of November 9, 1914, assimilates windmills to motors of all kinds, which are dutiable under No. 3384 of the Chilean customs tariff at 5 per cent ad valorem (calculated on the official valuation of 0.70 peso per kilo, gross weight). [Peso, \$0.365; kilo, 2.2046 pounds.]

[Boletín Oficial de Aduanas, Dec. 10, 1914.]

Continuance of Valuation Tariff.

A Chilean decree of November 30, 1914, provides that the present valuation tariff shall continue in force without modification during 1915.

HONDURAS.

[Consul E. M. Lawton, Tegucigalpa, June 1, 1915.]

Supplementary Charges on Imports.

In addition to the customs duties and the surtax of 5 per cent gold levied on articles imported into Honduras, there are a number of supplementary charges which serve to increase materially the cost of such products to the importer in that country. Thus there are levied on all imports, free as well as dutiable, a toll tax (peaje) of 2 centavos per kilo and a road and warehouse tax (acarreo y estiba) of 1 centavo per kilo. Goods destined for the interior of the country are subject to a sanitary tax of 10 centavos per 46 kilos, and on those for use in the port of importation a similar tax of 15 centavos per 46 kilos is imposed. In addition, a municipal tax of 1 peso per 46 kilos is levied on all articles taken into the city of Tegucigalpa, which is the capital of the country and an important distributing center. There is also a charge of approximately 4.50 pesos on every shipment for stamped paper required for customs clearance.

Calculated on the latest reported value of the Honduran peso, the foregoing charges (not including the tax for stamped paper) amount to about \$0.54 per 100 pounds on products intended for the interior of the country, and on those destined for or passing through Tegucigalpa to about \$0.90 per 100 pounds. It need hardly be pointed out that on a number of products these supplementary dues amount to but little less than the import duties, and in some few cases they actually exceed the latter.

In view of the fact that in Honduras both import duties and additional charges are levied on the gross weight of the articles, the importance of reducing the weight of all packing as much as possible will readily be realized. [All the foregoing rates are given in Honduran silver pesos. Peso (100 centavos) reported July 1, 1915, as worth \$0.367.]

ITALY.

[Board of Trade Journal, June 17, 1915.]

Continuance of Conventional Rates.

In accordance with an Italian decree of May 31, 1915, the conventional rates of the Italian customs tariff provided for by the commercial treaty with Austria-Hungary are to be applied for the present to imports from countries entitled to most-favored-nation treatment, notwithstanding the suspension of the treaty referred to.

NICARAGUA.

[La Gaceta, Mar. 20, 1915.]

Exemption of Lumber from Export Duty.

A Nicaraguan law promulgated March 20, 1915, and in effect from that date, suspends until six months after the close of the European war the export duties of 5 and 3 cordobas per 1,000 kilos, respectively, on lumber shipped from the Atlantic and Pacific ports of the country. The export duty on rubber is suspended for the same period. [Cordoba, \$0.60; kilo, 2.2046 pounds.]

ST. LUCIA.

[Board of Trade Journal, June 10, 1915.]

Surtax on Imports.

The Customs Tariff Ordinance, 1915, which was enacted May 6, 1915, and is to remain in force until June 30, 1916, provides for the imposition of a surtax of 10 per cent of the duty on all dutiable articles imported into St. Lucia, with the following exceptions: Beer, ale, porter, and whisky; tobacco, raw and manufactured, of all kinds; corn meal, rice, sugar, cottonseed oil, dried and salted fish, and meat, salted or cured (except bacon, hams, and tongues); live animals; salt (except table salt), common soap, matches, kerosene oil, and coal. The new enactment is not to affect the tariff preference of 20 per cent of the duty allowed on certain imports from Canada, Newfoundland, and the United Kingdom.

In addition to the foregoing general increase, the rates on whisky, beer, ale, porter, and on manufactured tobacco of all kinds have been materially increased. Machinery for irrigation, mining, and for industries of all kinds has been removed from the list of articles exempt from duty and is, accordingly, dutiable at the rate of 16½ per cent ad valorem (including surtax), applicable to articles not specified in the tariff.

Temporary Export Duties.

The Export Duties Ordinance, 1915, promulgated May 6, and effective until March 31, 1916, imposes export duties on the following products shipped from the colony: Cocoa; sugar (other than muscovado); lime juice and lime oil; allspice; and hardwood (other than logwood and firewood).

SALVADOR.

[Diario Oficial, June 10, 1915.]

Exemption of Indigo from Export Duty.

A presidential decree of Salvador, in effect June 10, 1915, abolishes the temporary export duty of \$0.20 American gold per kilo gross on indigo, which was imposed by decree of December 17, 1914. [See Foreign Tariff Notes No. 15, p. 53.]

NEW STOCK OFFERINGS IN LONDON MARKET.

[Compiled from July 3 issue of the Statist, London, England.]

In considering the amount of new capital which the United Kingdom is subscribing at present, account must be taken of the great war loans placed from time to time, and when this is done it is evident that never has the British public subscribed capital so freely as now. Besides subscribing for the war loan of last year of \$1,703,275,000 (the greater part of which was paid up in the half year just ended), there was provided in the first six months of 1915 the sum of \$446,377,707.

Of this total, \$199,835,581—or \$36,514,566 more than in January–June, 1914—was for use in the United Kingdom; the British colonies were provided with \$112,895,870—less than one-third the amount supplied them in the corresponding period last year; and foreign countries asked for \$133,646,256—or less than half their requirements a year ago. These amounts are over and above the sums supplied by the Government and paid out of the proceeds of war loans.

Changes in Destination of Capital.

Radical changes occurred in the destination of the capital subscribed during the half year just ended, as the following table discloses:

Countries.	1911	1912	1913	1914	1915
BRITISH POSSESSIONS					
Canada.....	\$94,545,267	\$105,099,433	\$131,843,057	\$191,558,185	\$40,896,849
Australasia.....	16,031,964	20,236,206	61,121,537	91,507,963	36,328,422
South Africa.....	27,689,530	16,713,600	24,887,646	47,878,058	16,604,470
India and Ceylon.....	24,414,462	16,073,164	16,731,353	16,821,291	18,477,273
British West Africa.....	2,099,257	4,120,767	423,388	7,499,155	.....
Straits Settlements.....	5,992,379	6,878,205	3,474,370	2,655,221	588,847
Other colonies.....	1,880,693	997,633	2,976,351	6,866,078	.....
Total, British possessions.....	172,653,857	169,579,008	291,462,700	364,778,951	112,895,870
FOREIGN COUNTRIES.					
Argentina.....	28,773,181	60,353,068	45,384,979	62,336,123	38,396,685
Austria.....	7,755,494	1,264,068	3,747,203	9,270,682	.....
Belgium.....	.....	.....	.....	45,842,430	.....
Brazil.....	64,292,894	44,361,174	96,967,198	32,656,648	.....
Chile.....	11,756,062	5,083,035	11,704,843	8,492,500	.....
China.....	7,564,974	.....	32,483,946	.....	.....
Cuba.....	30,812,887	.....	4,902,999	194,000	121,063
Denmark.....	.....	14,234,512	.....	.....	.....
Dutch Indies.....	3,390,734	2,354,169	964,175	579,673	304,156
France.....	.....	.....	.....	.....	46,231,750
Greece.....	3,342,361	.....	.....	8,061,298	.....
Hungary.....	.....	.....	.....	17,580,231	.....
Japan.....	28,615,020	15,723,355	.....	.....	.....
Mexico.....	5,264,789	9,197,354	19,711,676	3,075,628	121,682
Russia.....	14,227,213	32,201,037	32,349,411	52,545,435	46,231,750
Spain.....	.....	.....	.....	12,518,585	2,141,260
United States.....	90,162,171	81,933,392	61,046,656	32,696,101	.....
Other foreign.....	33,283,225	21,755,450	11,190,879	6,253,973	97,831
Total foreign countries.....	329,240,975	288,460,634	320,423,967	292,103,973	133,646,256
Colonies and foreign.....	501,894,832	458,039,642	611,886,667	656,882,924	246,542,126
United Kingdom.....	91,043,992	130,711,883	124,296,342	163,321,015	199,835,581
Grand total.....	592,938,224	588,751,525	736,183,009	820,203,939	446,377,707

In the foregoing calculations only the actual sums raised, and not conversion issues, are included.

Purposes for Which Capital was Subscribed.

Equally striking changes are to be noted in the purposes for which capital was subscribed in January-June, 1915. British Government securities were bought to the extent of six times their value in the first half of 1914, whereas municipal bonds aggregated only \$1,703,275 against \$95,525,149. Subscriptions to railway stocks were less than one-third and to other classes of commercial securities less than one-tenth their corresponding values last year.

The purposes for which capital was subscribed by Great Britain during January-June of each of the last five years are shown in the following table:

Class of security.	1911	1912	1913	1914	1915
Government:					
United Kingdom.....	\$8,915,024	\$14,405,883	\$24,055,207	\$29,819,478	\$176,961,002
Indian.....	16,351,440	13,577,535	72,761,533	4,817,835	.....
Colonial.....	11,947,258	13,874,557	201,646,265	79,196,204	79,196,204
Foreign.....	59,884,056	16,884,297	199,221,945	110,333,687	116,552,675
Total.....	97,067,778	58,832,272	216,038,685	246,617,265	372,709,881
Municipalities:					
United Kingdom.....	12,370,984	1,818,854	.....	12,701,566	.....
Indian.....	.....	.....	.....	.....	.....
Colonial.....	15,649,589	20,907,146	43,758,697	35,210,685	1,703,275
Foreign.....	7,509,009	44,714,852	15,006,602	48,612,899	.....
Total.....	35,529,582	67,440,852	58,765,499	96,525,149	1,703,275
Railways:					
United Kingdom.....	3,017,230	4,550,178	4,933,414	9,270,682	8,525,320
Indian.....	3,756,938	.....	14,356,175	9,439,675	10,862,422
Colonial.....	18,744,395	49,556,241	108,861,279	70,962,787	12,044,587
Foreign.....	167,741,686	94,019,067	86,204,441	69,984,801	14,307,510
Total.....	193,260,240	148,125,476	214,355,309	159,707,945	51,739,889
Banks.....	14,817,243	14,086,830	9,465,172	6,888,020	520,006
Breweries.....	1,167,960	1,306,637	.....	4,435,815	.....
Canals and docks.....	.....	.....	.....	.....	.....
Commercial, industrial, etc.....	88,495,015	84,697,530	102,519,466	62,234,004	10,111,755
Electric light and power.....	12,398,809	23,419,321	12,180,986	20,386,484	2,661,732
Financial, land, investment, and trust.....	54,554,282	33,988,731	30,465,711	38,418,579	218,993
Gas and water.....	3,795,296	5,397,858	4,342,913	4,357,201	97,320
Insurance.....	758,556	2,037,847	887,798	1,075,063	194,680
Iron, coal, steel, etc.....	10,023,759	29,060,329	20,218,186	15,417,189	831,831
Mines.....	34,619,317	15,506,674	11,503,462	6,473,596	102,197
Motor traction.....	1,288,338	641,463	3,303,137	7,331,382	.....
Nitrate.....	.....	.....	875,970	1,388,953	.....
Oil.....	10,719,075	10,452,176	15,268,329	6,690,021	121,662
Rubber.....	12,564,743	8,266,212	4,409,263	2,350,252	949,941
Shipping.....	2,433,250	39,047,881	10,424,009	20,628,661	2,311,587
Tea and coffee.....	2,552,479	764,527	757,957	575,853	.....
Telegraphs and telephones.....	2,688,584	12,725,751	2,880,968	1,187,426	.....
Tramways.....	14,814,419	32,261,158	17,490,201	18,521,101	2,102,328
Total.....	267,090,615	314,352,925	247,023,516	217,353,580	20,224,712
Grand total.....	592,938,224	588,751,525	736,183,009	820,203,939	446,377,707

GOOD OLIVE PROSPECTS IN SOUTHERN FRANCE.

[Consul William Dulaney Hunter, Nice, June 28.]

The outlook of the 1915-16 olive crop is encouraging. The trees have blossomed abundantly, and the fruit is commencing to develop favorably. Heavy rainfalls during June have, in some parts of the Maritime Alps, been harmful to the trees in blossom, but these damages are only of local importance, and have not seriously affected the outlook of next spring's olive crop in the whole consular district.

MAIL ORDERS FROM MANCHURIA.

[Consul General P. S. Heintzleman, Mukden, China, June 8.]

The present facilities accorded by the parcel-post agreement between the United States and Japan offer a favorable opportunity for a moderate mail-order trade in this district, not only to American mail-order houses, but also to such American manufacturing and exporting firms as may care to cater to small orders by means of catalogues. The Japanese Government maintains post offices at all the important trading points in South Manchuria, to which the conditions of the parcel-post convention between the United States and Japan apply. The towns in which the post offices are established number 29, the largest of which are the following: Antung, Changchun, Dairen, Kirin, Liaoyang, Mukden, Newchwang, Port Arthur, and Tiehling. International postal-money orders may also be obtained at these offices at the ordinary rates.

Specific Information Will Overcome Reluctance.

The Chinese of this district, generally speaking, are unfamiliar with foreign trade transactions, and are therefore reluctant to place large orders in foreign countries without first seeing samples, and owing to language disabilities it is difficult for the ordinary Chinese to understand catalogues. However, in the case of selling by parcel post these difficulties would be somewhat lessened by the fact that the seller would be able to give to a customer the exact price of an article laid down at his door by quoting under each description of the various articles contained in the catalogue the price, weight, and postage rate.

This should prove a profitable and effective method of advertising the products of American houses willing to fill small orders, and might eventually lead to larger and more frequent orders. The Chinese like to do things by themselves and their commercial endeavors are always accompanied by a pronounced desire to excel, and once they learn that they can buy small orders of goods direct from America, without the assistance of a commission agent, that inherent confidence in oneself which all Chinese possess would be met, and they would feel encouraged to engage in larger transactions. The lines in which there should be a moderate demand include such articles as men's furnishings, riding equipment, sporting goods, toilet requisites, watches, jewelry, cutlery, books, stationery, etc.

Import Duty is Saved—Distribution of Catalogues.

In this connection the attention of Americans interested in mail-order trade is invited to the fact that the goods conveyed by Japanese parcel post upon entering Manchuria by the way of Dairen or Antung do not pay Chinese import duty.

I would suggest that mail-order and other houses in the United States wishing to place their catalogues in the above lines in the hands of prospective buyers place them in the hands of some party here who could distribute them throughout the district upon request. Advertisements might also be placed at moderate rates in the native newspapers stating where copies can be obtained upon application.

Careful Packing is Necessary.

It is important that all parcels destined for Manchuria should be packed or wrapped in such manner as to guarantee their arrival at destination in good condition. It must be plain that parcels going

as far as Manchuria and subject to the rough handling incident to rail and water transshipments demand far more care in packing than do domestic parcels.

[The names of Mukden firms which would probably be interested in the distribution of catalogues may be had from the Bureau of Foreign and Domestic Commerce or its branch offices.]

MARKET FOR HATS IN PARAGUAY.

[Consul Samuel Hamilton Wiley, Asuncion, June 10.]

The value of the hats imported into Paraguay during 1913 was \$123,121; in 1914, \$40,854. Of these amounts Italy furnished \$84,112 in 1913 and \$24,026 in 1914, practically all of the remainder coming from other European sources. With existing conditions in Europe there should be an excellent opportunity for American hat manufacturers and dealers to enter this market.

The hat sold here in greatest quantity is the soft felt, brim 2.36 to 2.56 inches wide; crown, 5.12 to 5.91 inches high; shape, alpine or telescope. The color selling best is black. The demand in this style of hats is for those retailing at \$1 to \$2 in this market. There is a fair sale for soft felt hats of better grades, retailing locally for \$3 to \$5; in these hats black is the prevailing color, and the favored shape alpine. A well-known brand of American hat is on sale here, but the retail price—\$8 to \$10—is too high for this market, and few are sold.

Straws and Stiff Felts—Sizes—Local Importers.

Straw hats are worn from August to March. The demand is for straw sailors of cheap grades. There is not a very extensive sale of Panama and other fine straws on account of the price. The styles in straws follow those of Buenos Aires. There is a fair sale of black straw hats, chiefly in sailor shapes, for mourning wear.

Stiff felt hats are worn to a considerable extent in Asuncion, but their use is not general throughout the country.

Several systems of marking sizes are found in hats on sale here. That most generally understood is in centimeters, though the system used for American hats is also employed here to some extent.

There are two classes of hat importers here—those who import cheap and medium grades in large quantities to sell at wholesale to rural dealers, and those who import small quantities of better-grade hats for selling at retail. A list of importers that differentiates between these two classes is transmitted [and may be had, upon request, from the Bureau of Foreign and Domestic Commerce or its branch offices].

Terms and Packing.

The terms of credit given by Italian hat exporters before the war were, in most cases, six months after acceptance of draft. Present terms are 90 to 120 days after acceptance of draft.

Hats for Paraguay should be packed one dozen to the pasteboard boxes inclosed in strong wooden cases. Hats should be firmly packed with tissue paper or other material to prevent their being knocked out of shape.

[The Argentine market for imported hats was discussed in **COMMERCE REPORTS** for Mar. 11 and July 8, 1915; that of Colombia in the issue for Feb. 1.]

AMERICAN GOODS FOR PORTUGUESE WEST AFRICA.

[Vice Consul Harry A. McBride, Boma, Kongo, May 20.]

Before the outbreak of war in Europe a large and steadily increasing trade in Angola (or Portuguese West Africa) had been built up by German firms. Imports into the colony from Germany were valued at \$852,112 in 1908, \$926,252 in 1910, and about \$1,200,000 in 1912 (estimated).

This trade was made possible by the thorough methods employed by the importing firms and representatives of German export houses in Hamburg in meeting the requirements of the local dealers. In Loanda, the capital of the colony, there were four or five complete exhibits of every sort of goods suitable for the Angola trade. (For description of one of the sample rooms visited by the writer, see Daily Consular and Trade Reports for Oct. 1, 1914, page 6.)

In some instances these exhibits were operated by German representatives sent out by the export houses and in others by Portuguese commission agents. Owing to the present conditions in Europe, however, and the complete interruption of communications with the Hamburg houses, the source of supply of former importations is now cut off. The German agencies are closed and the Portuguese commission houses are seeking other sources for the purchase of goods in order that their business may not suffer.

This offers an unusual opportunity for the introduction of new articles, which is being taken advantage of by British, Italian, and other exporters. It is to be hoped that American manufacturers will also give some attention to this market.

Explanations of an Importer.

The following letter has been received at this consulate-general from one of the principal Portuguese commission agents, who was formerly a representative of German firms and operated a large sample room at Loanda. It is a comprehensive statement of the methods of doing business in that locality, setting forth the credit system now in use, etc.:

In the first place, I have to inform you that the only reason why neither American nor British trade has succeeded in Angola to the same degree as the German, is because the exporters in the United States and England refuse to give credit, while German export houses by following the credit system have met with considerable success, and have seen their capital grow. There is no getting out of this credit rule: "No credit, no business."

This maxim applies to cotton goods, iron ware, cutlery, soft goods, drinks of every description, preserved food products, etc., we may say for all goods excepting agricultural implements, automobiles, steam or motor boats, portable houses, and railway material. These last-named goods are sold one-third of cash with order, or even half, and the balance against reception of bill of lading. By following this method of dealing, Germany, through her export houses, has been able to secure a large share of Angola's trade, and though she comes third on the list of importers into Angola, it is really through her export houses that most of the goods of British, Belgian, American, Norwegian, Dutch, Italian, French, and other manufacture are introduced into this country. Thus German firms have been making profit on goods originating in many countries.

America can sell to us machinery of every description, sewing machines, agricultural implements, perfumery, preserved meats and fruits, canned fish, and,

indeed, more or less, all the products of her great industries. But in order to do this she must use her competitors' methods, i. e., ship the goods and draw at six months from the date of invoice, bill of lading to be attached to draft and to be delivered against acceptance of the same. This is the manner in which trade is carried on in all lines except machinery and the other goods before mentioned. I know that American traders do not like the credit system, but past experience shows that it has worked to the advantage of German export firms trading in Angola for the past 12 years.

I would very willingly undertake the sale of American goods in Portuguese West Africa and should be glad to receive catalogues and samples from firms in the United States interested in this market. I should do my best to introduce the lines in demand here.

There is at present an article which, if introduced properly, should meet with considerable success in Angola. This is American cutlery, which is already known as being of superior quality. A good exhibit of samples would surely bring business.

[The address of the writer of the foregoing letter may be had from the Bureau of Foreign and Domestic Commerce or its branches.]

In addition to the suggestions given, it must be taken into account that the success of German trade in Angola is not entirely due to the extension of credit to the merchants. The German steamship lines from Hamburg to the West Coast, touching at Loanda, Benguella, Lobito, etc., have also been an important factor, but since the outbreak of war these services have ceased.

Articles in Demand and Prices.

In December last, owing to the interest shown by the importers and traders of Angola in American goods and the opportunity offered for the introduction of new articles in that colony, a line of samples of textile and trade goods, and also a specimen copy of the large, complete catalogue issued by European firms trading in West Africa, was brought to the United States by the writer and filed in the branch office of the Bureau of Foreign and Domestic Commerce, Room 409, Customhouse, New York, N. Y. These articles are available for inspection of American exporters, and it is suggested that firms desiring to correspond with this Portuguese commission house should first look over the catalogue, which is profusely illustrated, and will give, better than anything else, a correct idea of the articles for which there is a ready sale, such as the grades and styles of glassware, crockery, tinware, hardware, small leather goods, novelties, textile goods, cheap laces, beads, jewelry, etc. In one volume there will be found a complete wholesale price list of every item, and an inspection thereof will clearly show whether or not American manufacturers can approximately meet the German prices.

How to Ship.

Some difficulty may now be experienced in the shipment of goods to Angola owing to the poor communications and high freight rates between New York and Lisbon, where transshipment for Angola must be made (see Daily Consular and Trade Reports for Oct. 1, 1914, p. 7). There is promise, however, of better service after the war, as the writer, in a conference at Lisbon with the director of the Empresa Nacional de Navegação, the line from Lisbon to Portuguese West Africa, was informed that the company has been considering the arrangement with the lines operating freight services between New York and Portugal whereby the issuance of through bills of lading—New York-Angola—would be made possible. The matter is to be taken up as soon as normal conditions are reestablished.

REOPENING OF OSTRICH FEATHER MARKET.

[Consul E. A. Wakefield, Port Elizabeth, South Africa, June 8.]

The Port Elizabeth municipal ostrich feather market reopened June 7 with the attendance of buyers fully up to the average in point of numbers, and prices were quite good considering prevailing values for the last year and present conditions in the business world.

Opinions as to the advisability of reopening the market, where all sales are auction sales, are fairly evenly divided among local buyers, but the sellers favor a public market for obvious reasons. Undoubtedly the excitement and competition aroused by bidding tends materially to enhance values. Feather speculators, who are not in the trade in a regular way, but simply buy on the chance of a quick turnover at a profit, favor public sales in the municipal market. Speculation in feathers has been developed to a considerable extent and is not considered beneficial to regular trade. The small buyers also favor the market as it offers advantages for buying in smaller quantities and presents opportunities for purchasing individual lines which do not so readily occur in sales direct from agents of ostrich farmers or "out of hand," as such purchases are locally termed. The larger buyers, on the other hand, maintain that, in times like the present, when the regular market demand is distinctly limited, there is grave danger, by forcing prices upward, of spoiling even the demand which now exists.

Past experiences would seem to prove the last-mentioned theory, as it is common knowledge that higher prices were being paid on the local market at the beginning of the decline in feather values nearly two years ago than was obtainable for similar feathers on the London market after packing, transportation, insurance, and commission charges has been paid.

Several of the larger buyers also maintain that until a London sale has been held there is no real knowledge obtainable as to the demand. There is little likelihood of any London sale for some considerable time and the present demand is principally from America.

Following are a few of the prices which were noted during attendance at the market and are probably fair average values:

Variety.	Price per pound.	Variety.	Price per pound.
Feminas, unsorted.....	\$10.95	Poor whites, unsorted.....	\$7.30-9.73.
Very ordinary feminas.....	6.09	Narrow whites, unsorted.....	6.09- 7.30
Narrow feminas, good.....	10.22	Fair whites, unsorted.....	13.38
Narrow feminas, ordinary.....	7.30	Narrow whites, ordinary (not sold),	
Good feminas.....	13.38	bid in by sellers' agents, two different lots, at.....	12.16
Ordinary feminas, unsorted.....	6.82	Medium to narrow whites, ordinary.....	11.45
Fair to good feminas.....	10.22	Tails, ordinary.....	3.41
Narrow feminas.....	6.82	Ordinary spadonnas.....	3.65- 4.26
Poor chicks, rubbish.....	0.49	Good spadonnas.....	6.82
Ordinary chicks, below medium.....	\$0.97-1.10	Good ordinary spadonnas.....	4.62
Inferior short blacks.....	1.58	Fair spadonnas.....	5.00
Blacks, unsorted.....	1.22-2.43	Good drabs, unsorted.....	1.22- 2.43
Ordinary long blacks.....	6.09	Cut quilled short drabs.....	3.16
Ordinary to poor short blacks and drabs.....	1.22	Short drabs.....	1.22
Fair whites, unsorted.....	18.25	Good average grays.....	9.13
Primes and whites, unsorted.....	22.39	Fair grays.....	7.91
Whites, fair to good, unsorted.....	15.82	Ordinary average grays.....	6.09

The market to-day was a little weaker in most lines, although prices for narrow whites, which appear to be in demand in New York, were maintained.

Not much of an assortment of good average feathers was offered. The principal lines were inferior grades with a few lots, consisting of all lines in a single parcel, which were sold just before the market closed. The next public sale will be held June 14 and, if not better supplied with feathers, may be the last until prices improve.

LUMBER TRADE AND AFFORESTATION IN CHINA.

[Consul General Thomas Sammons, Shanghai, June 4.]

The receipts of lumber for all China increased about 40,000,000 feet in 1914, as compared with the previous year, the valuation advancing from \$2,878,819 to \$3,297,517 for those years. In addition to this lumber, which is classified for customs statistical purposes as "softwood," a considerable quantity of hardwood from Japan, Manila, and other parts of the Far East was imported, amounting to 3,537,052 feet for 1914, an increase of approximately 1,000,000 feet over 1913. The valuation placed on the hardwood imports was \$795,693 in 1913 and \$1,050,478 in 1914.

Most of the imports classified as "softwood" represent Oregon pine or Douglas fir, although California redwood is also utilized in the Chinese markets.

Lumber Imports from United States.

Out of a total of 100,000,000 feet of lumber imported into Shanghai during 1914, about 50 per cent came from the United States. The exact figures for 1910, 1913, and 1914 are:

Year.	Feet.	Value.	Average value per 1,000 feet.
1910	24,509,857	\$333,127	\$13.50
1913	48,387,651	972,749	20.10
1914	40,809,750	757,473	18.18

The North China Daily News (British), of Shanghai, publishes correspondence in its issue for June 4, 1915, in which the writer describes the work of reforestation on the slopes of Purple Mountain, just outside the walls of Nanking, under the direction of Prof. Joseph Bailie, who has had the support of influential Chinese and the University of Nanking. Many of the hills and mountains in the Province have been studied in connection with this enterprise, to determine the feasibility of forest planting and, if conditions prove favorable, to recommend the general lines for undertaking similar work.

The work on Purple Mountain was undertaken originally by Prof. Bailie as a means of giving needed succor to sufferers from famine, and has given employment to thousands. It has also resulted in the establishment of a comprehensive course in forestry in the University of Nanking.

PRODUCTION OF CANADIAN FLAX.

[Consul Henry P. Starrett, Fort William, Ontario, July 9.]

At a meeting of Ontario farmers at Hensal (Ontario) on July 8, the Canadian Flax Growers' Association was formed, with Mr. Howard Fraleigh, of Forest, Ontario, as president. The object of this organization is reported to be the encouragement of the growing and manufacture of flax and the securing of Government assistance to promote the industry.

In this connection it is interesting to note the importance of Canada as a flax-producing country, the total production in the last five years (calendar) having been as follows:

	Bushels.
1910-----	4,244,566
1911-----	10,075,500
1912-----	26,130,000
1913-----	17,530,000
1914-----	7,175,200

The largest part of the crop was produced in the Province of Saskatchewan, with Alberta and Manitoba furnishing the most of the balance in the order named. The great decrease in the 1914 crop was brought about by the low prices received for the crop of the previous year, together with the unfavorable weather conditions which prevailed throughout the growing area. At present, however, the export price for this product ranges from \$1.50 to \$1.60 per bushel, and the indications are that the crop for 1915 will be considerably larger than that of last year.

Destination of Flaxseed Exports.

In view of the interest which American manufacturers of linseed and other product have in the Canadian production of flaxseed, it is important to note that the United States is Canada's largest customer for this product, the United Kingdom being a close second.

The total flaxseed exports, showing quantities and values, from Canada during the fiscal years of 1912, 1913, and 1914 (year ending Mar. 31), were as follows:

Countries.	1912		1913		1914	
	Bushels.	Value.	Bushels.	Value.	Bushels.	Value.
United States.....	991,802	\$1,802,894	7,561,004	\$11,885,186	10,164,536	\$11,910,681
United Kingdom.....	495,496	1,004,888	2,586,336	4,537,360	8,579,713	10,482,556
All other.....	17,230	34,460	26,353	26,353	1,803,078	2,423,096
Total.....	1,504,528	2,842,242	10,123,693	16,448,899	20,647,327	24,816,333

During 1914 a considerable market was being developed on the Continent of Europe, the exports of Belgium having been valued at \$1,036,003; to the Netherlands \$898,763; to Germany \$320,409; and to France \$295,427.

PRODUCTION OF COAL IN RUSSIA.

[L'Economiste Européen, July 2.]

The Berliner Tageblatt of June 15 states that the production of coal in the Donetz Basin of Russia reached 2,076,000 short tons in April, 1915, as compared with 1,589,000 tons in March. The figures for April include 451,000 tons of anthracite, as compared with 289,000 tons in the preceding month. For the first four months of 1915 the production was 11,041,000 tons.

SIAM'S IRRIGATION SCHEME AND AMERICAN ENGINEERS.

[Vice Consul Carl C. Hansen, Bangkok, May 18.]

Siam has for several years had in view an extensive irrigation project for the lower Mee Nam Valley, and for this purpose has from time to time engaged expert engineers to investigate the possibilities for carrying out such scheme. A prominent Dutch engineer reported on this subject about 12 years ago, but his suggestions involved too great an outlay and the matter was allowed to drop until about two years ago, when Mr. T. R. J. Ward, an irrigation engineer of large experience, was lent by the British India Government to Siam to report on a scheme involving less capital.

Mr. Ward's investigations covered a period of about 18 months, and \$192,400 gold were spent in obtaining data for the report which has recently been made public. A large staff of foreign engineers and others were placed at Mr. Ward's disposal for making surveys and investigations. Among these were Mr. William Bradley Freeman, of Montana, who came to Siam in 1912, and Mr. Rossiter M. McCrone, of Maryland, who arrived here in 1913, and in the body of Mr. Ward's report he speaks of these young American experts as follows:

Mr. Freeman set to work with great energy to elaborate a series of valuable reports, the surveys and investigations for which were made while working in the Department of Ways and Communications. Besides the two projects referred to below he also prepared plans and estimates for the water supply of Chiengmai for the Klong Tow Din Kaw and for the Me Rai Me Oan cut-off canal. Mr. Freeman is a hydraulic engineer of high skill and large experience, with great energy of mind and character, and the reports of the Petchaburi and Lampang projects speak for themselves. His services should be secured to lay out, design, and construct the Lampang irrigation scheme in Menthol Bhayab.

Mr. McCrone's work in the field and in mapping was very similar to that of Messrs. Glass and Lowe (leveling and mapping work). This being early accomplished, he prepared the Prasak project to irrigate the tract of land he leveled over and mapped. His work throughout has been marked by talent, as well as by great energy, and his services should be secured to lay out, design, and construct the Prasak Canal.

In this report Mr. Ward writes of the great possibilities for irrigation in Siam and thinks that a capital outlay of about \$50,000,000 gold must be required for this purpose during the present generation.

However, the following limited program, covering a period of six years, is recommended for immediate adoption: A canal for the Supan district, which is now very poorly developed, cost \$2,775,000; an extensive canal for Prasak, which is also designed to more fully develop the existing canal system of Klong Rangsit, cost \$4,255,000; canal and hill schemes for the Provinces of Petchaburi and Lampang cost \$550,000 and \$370,000, respectively; and finally irrigation and drainage in the flat plain from Ayuthia to the sea, cost \$462,500. In the Petchaburi district irrigation is well developed already, but further improvement is designed to check possible migrations of the farmers to other districts, while Lampang is in very urgent need of irrigation.

The decision of the Siamese Government as to the carrying out of the suggestions contained in Mr. Ward's report has not yet been announced.

ECUADOR GROWING MARKET FOR AMERICAN CEMENT.

[Consul General Frederic W. Goding, Guayaquil, June 18.]

The construction of culverts and abutments for new railway bridges, the work on the sanitation of Guayaquil, and a recently promulgated municipal building ordinance requiring the foundations of all new buildings erected to be of concrete have combined to create a considerable and permanent demand for cement in Ecuador.

The amounts and value of imports of cement into Ecuador in 1914, with the countries of origin, were: Belgium, 61,729 pounds, \$213; Germany, 3,522,074 pounds, \$14,388; United Kingdom, 41,731 pounds, \$246; United States, 2,592,051 pounds, \$12,060; total, 6,217,585 pounds, \$26,907. For the four years preceding the totals were: 1913, 5,168,648 pounds, valued at \$25,387; 1912, 5,357,860, \$45,221; 1911, 5,864,810, \$23,765; 1910, 8,115,818, \$40,194.

The larger quantity imported in 1910 was used in the construction of two large concrete buildings, but the figures for 1915, when published, will show greatly increased imports. Cement is not manufactured in Ecuador, and there are no import duties.

Problems to be Solved by American Exporters.

Although American cement is at present imported almost exclusively, owing to war conditions, there are serious problems relative to its sale after the war that ought to be solved. Most of the American product is shipped to Ecuador via Panama, and on reaching Guayaquil has been handled six times, the loss having been known to reach 40 per cent; when arriving via Cape Horn there was practically no loss, the same being true of the cement arriving from Europe which had been handled twice. Cement reshipped to the interior cities in containers previously damaged suffers a loss which frequently is very considerable.

The wood staves of American origin are much inferior in strength to the European, and sufficient care does not seem to be exercised in the manufacture of American cement barrels, for they are not so well nailed and the hoops work out of place, allowing a bulge to occur, with a consequent destruction of the barrel. Although American cement barrels are not so strongly made, they must undergo three times the handling of their European competitors.

The empty barrels are sold locally for shipping containers, those of German and British origin in good condition bringing about 19 cents each, whereas the American barrel never sells for more than 14 cents.

Steel Barrels with Wood Heads Needed by Trade.

The real needs of this trade are steel barrels with wood heads, for when shipped in them the cement arrives here with no loss, and while the cost may be a trifle increased, such a barrel will sell here as a shipping container for at least 48 cents. As goods are sometimes exposed to rain here for three or four months, cement in steel barrels would have the advantage of perfect protection.

Notwithstanding that during the period when European cement was brought here, costing c. i. f. about 36 cents in German steamers, and in sailing vessels about 53 cents less than the American product, the latter was always preferred, owing to its slower setting qualities.

the European brands, which set more quickly, requiring to be worked much more carefully.

The use of cement in Ecuador is increasing, for reasons stated above, and others which will cause the demand to be sustained. Recently a large plant for the manufacture of floor tile, ceramics, vases, and other garden ornaments from cement has been installed in Guayaquil and fully equipped with modern machinery and tools, while another factory in the city of Babahoyo also manufactures similar goods and cement pipe. The names of these companies may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.

If American manufacturers would inclose their cement in barrels superior to those now used, or, better, in steel barrels with either wood or steel heads, they could control this market, not only under present conditions, which are more or less forced, but for all time, as buyers prefer to purchase cement in containers which can be utilized for other purposes, and at the same time realize the smallest percentage of loss.

AMERICAN DRIED-FRUIT SALES IN SOUTHERN ITALY.

[Consul Jay White, Naples, June 24.]

A limited market for dried fruit from the United States is growing in Southern Italy, particularly in apples, pears, and prunes. It is reported that the demand for prunes has developed through the advice of some of the Italian doctors, who prescribe this form of food for their patients.

Importations of prunes from the United States for 1912 were 6,388 pounds, valued at \$830, while 35,759 pounds, valued at \$2,108, were imported in 1913. The statistics for 1914 are not available.

The prunes are retailed in Naples at 27 cents per pound for the best variety, 23 cents for the medium variety, and 18 cents for the third grade.

Losses Result from Poor Packing of Goods.

Complaint is made by business houses importing dried fruits into southern Italy from the United States that considerable loss results from the manner in which the goods are packed for shipment. In one consignment of 300 cases 50 per cent were reported damaged and 10 per cent of the whole badly broken. In two cases water had penetrated to the fruit and the contents had become musty. From the broken cases nearly 300 pounds of fruit had been taken, and for this loss the shippers refuse redress, since experts declare the packing cases to be fragile.

It is suggested by the merchants interested that a more satisfactory result would be obtained if the cases were held together by iron bands in threes or fours. This, it is thought, would prevent petty thieving.

It is also suggested that the bills of lading be forwarded on the same steamer that carries the consignment of fruit, in order to reduce the charges and permit the goods to be cleared immediately. It is proposed that the shipping companies include in their insurance security against theft, as the ordinary insurance policy for total loss is hardly ever called for payment.

NEW RUSSIAN CHAMBER OF COMMERCE IN LONDON.

[London Times Russian Supplement, June 28.]

Some further details of the newly formed Russian Chamber of Commerce in London are now available. The chamber was formed as a result of the recommendations of the commercial committee of the House of Commons, which was recently requested by the late Chancellor of the Exchequer to report on the conditions prevailing in the import and export trades between the United Kingdom and Russia.

As the result of the investigations made, the committee pointed out that many difficulties hampered trade between the two countries, difficulties due mainly to the lack of knowledge of each other's language, customs, and trade usages. The committee came to the conclusion that a Russian Chamber of Commerce should be established in England to promote closer and better relations between English and Russian merchants, and remove the obstacles and difficulties which have militated against the commercial welfare of the two nations.

The objects of the Russian Chamber of Commerce in London, as stated in its circular, are the following:

(a) To promote, extend, and further the commercial, industrial, and financial relations between the British Empire and the Russian Empire;

(b) To promote, extend, and support the interests of Russian subjects engaged in trade, commerce, or industry in or in connection with the British Empire;

(c) To promote, extend, and support the interests which any member of the chamber may have in any trade, commerce, or industry in or in connection with the Russian Empire;

(d) To collect, publish, and disseminate statistical and other information relating to trade, commerce, shipping, and manufacture;

(e) To promote, support, or oppose legislative or other measures affecting the aforesaid interests;

(f) To undertake by arbitration the settlement of disputes arising out of trade, commerce, or manufactures where Russian interests are at stake.

Proposed Activities of the Chamber.

In order to attain its objects the chamber will—

(1) Endeavor to bring together in conference Russian and British merchants and manufacturers so that business relations may be enlarged and facilitated.

(2) Circulate information pointing to any active demand for British goods in Russia and for Russian goods in the British Empire, keep each member advised of the variations in the requirements of these markets applicable to his particular trade, and inform him of any new openings or opportunities for business which may from time to time arise.

(3) Advise its members as to the most practical and economical means of communication with or transport to or from any particular Russian or British locality, and indicate railway, river, and canal navigation rates.

(4) Protect the interests of its members in all matters connected with customs authorities, railways, shipping companies, or any administrative departments, Russian or British.

(5) Give information to its members as to the import and export duties levied upon British or Russian goods entering or leaving Russia or the British dominions, and as to the variations which may occur in the customs tariffs of either country or of any other country.

(6) Give information as to the various trade customs and usages in vogue in Russia or the British Empire, and as to the patent, trademark, and general commercial legislation of either country.

(7) Supply members with the names of British firms who are buyers or possible buyers of Russian produce, and of Russian firms who are buyers or possible buyers of British products.

(8) Procure or assist in procuring for its members suitable agents to represent them in the principal markets and trade centers of Russia or the British Empire.

(9) Assist its members in settling amicably or by arbitration any commercial dispute and, if necessary, supply them with the names of competent and reliable local Russian or British lawyers to represent them.

In order to secure to the chamber a maximum efficiency, two sections have been formed: (a) A British section, whose activities will be centered in the United Kingdom; and (b) a Russian section, whose activities will be centered in Russia, each section being managed by a committee under the control of a council composed of members of the committees of both sections and of such ex officio members as it may elect.

INCREASED PRICES FOR TIMBER IN SOUTH AFRICA.

[Consul Edwin N. Gunsaulus, Johannesburg, June 8.]

According to the South African Mining Journal, published in Johannesburg, there has recently been a sharp rise in the local prices of timber in this market, Baltic deals having advanced to 18½ cents per foot. This marked increase in price is explained by the fact that the Baltic Sea is closed for deals, and Archangel has been closed from natural causes throughout the European winter. The price of Oregon deals for all lengths is at present 17 cents per foot.

Following are current Johannesburg prices, standard rates and standard sizes:

Deals, Baltic, 9 by 3 up to 17 feet, \$0.18, above \$0.18½; ditto, Oregon, \$0.17½; flooring, \$0.08, ceiling, \$0.04½; Oregon pine, \$0.91 per cubic foot; ditto, pitch pine logs up to 40 feet lengths, \$0.91; Jarrah, \$1.82; teak, small planks, \$3.58; large, \$3.77 per cubic foot; clear pine, ½ by 12 inches, \$0.12½; ditto, 1 by 12 inches, \$0.14½; poplar, ½ by 12 inches, \$0.12½; ditto, 1 by 12 inches, \$0.14½; shelving, selected pine, \$0.10½ per 1 by 12 inches; moldings, cornice, 4 inches, \$0.03; architraves, same price as cornices; windows, Johannesburg make, 4 lights, size of glass, 15 by 30 inches, 1½ inches, \$7.04; 1½ inches, \$8.26; casement sashes (Johannesburg make), 4 lights, glass 7 by 9 inches, \$0.85 each; 6 lights, ditto, \$1.09; 8 lights, 8 by 10 inch glass, \$1.94 (all 1½ inches); fanlights, 3 feet by 1 foot 6 inches, \$1.88; doors, 6 feet 6 inches by 2 feet 6 inches, 1½ inches, \$3.04; 1½ inches, \$3.40; 1½ inches, \$4.37 each; doorframes, 6 feet 6 inches by 2 feet 6 inches, \$3.40 each; fanlight, \$4.86; 7 feet by 3 inches, \$4.74 and \$6.31, respectively.

PROPOSED REDUCTION IN MANCHURIAN FREIGHT RATES.

[Consul Charles K. Moser, Harbin, China, Apr. 29.]

Vice President Wentzel, of the Chinese Eastern Railway, is now in North Manchuria investigating matters connected with the development of trade and railway traffic within the zone of the railway. [See COMMERCE REPORTS for May 24, 1915.] The Harbinski Viestnik of April 21 reports a meeting of the timber concessionaires with members of the Harbin Chamber of Commerce and representatives of the railway, at which the needs of the timber industry were discussed. The reduction of freight rates on lumber and firewood within the railway area and protection against bandits were the principal matters considered.

Freight Rates on Lumber and Coal Compared.

Voicing their desire that the freight rates on firewood from the concessions along the railway to Harbin should be reduced, the timbermen stated that the yearly consumption of coal as fuel at Harbin amounted to about 71,430 tons, while the consumption of firewood was about 10,000 cords. Until last year half of this was delivered by rail and the remainder by the Sungari River boats. But now the delivery of firewood by rail has been almost discontinued and its price at Harbin has gone up to \$24 per cord. Coal was transported from Changchun at a rate of one fifty-fifth of a kopeck per pood-verst (\$0.0078 per ton-mile), while the rate on firewood is about one-thirtieth of a kopeck (\$0.014 per ton-mile). Besides this, there is an extra charge of 40 rubles (\$20.60 at the normal exchange rate of \$0.515 to the ruble) for sending the locomotive up the branch line to the concession. Three cords of wood only can be loaded upon one car, each cord weighing about 6½ tons. The cost of sending one carload of firewood from the concession to Harbin, therefore, amounts to \$28.18 to \$27.72.

Proposed Reduction on Lumber.

The meeting decided to advocate that the rate should be fixed at one seventy-fifth of a kopeck per pood-verst (\$0.0057 per ton-mile), at which the average cost of delivering a cord of firewood at Harbin would be \$5.15, and the question of securing a favorable market at that town could be easily arranged. It was also decided to ask the railway company to reduce the charge of 40 rubles for sending a locomotive to the concessions, because engines are never sent to them specially for hauling firewood to the market, but only in connection with hauling timber and firewood for railway uses. With the present charges of 40 rubles for an engine and 2.25 rubles for each car, no reduction in the price of firewood at Harbin can be hoped for. The wood delivered by way of the Sungari is generally of much poorer quality than that from the eastern division of the railway, but the cheaper freights give it an advantage in the market that consumers are compelled to consider.

With reference to the existing transportation rates on lumber the timbermen said that recently the concessions along the railway line had discovered that Chinese timber concessionaires and dealers at Kirin and other places were seriously competing with them. One Chinese company was ready to offer to Harbin during the approach-

ing summer building season 500,000 cubic feet of lumber, and the Kirin timber dealers had already seized control of the South Manchuria markets, whereas until 1913 those markets received their whole lumber supply from North Manchuria. Now lumber is being delivered to Kirin by water and thence by rail to Changchun, at a cost of only 4.5 kopecks per pood (\$1.28 per short ton), while the freight rate from the eastern concessions to Changchun is 15 kopecks per pood (\$4.28 per ton). The timbermen therefore decided to ask the railway to reduce its freight rate on lumber for export, and especially on those kinds suitable for export to South Manchuria. It was also decided to ask for a reduction on the rates for lumber shipped to Vladivostok for export.

TORONTO WORK-HORSE PARADE.

[Consul Julius D. Dreher, Toronto, Canada, July 2.]

The Thirteenth Annual Open Air Horse Parade and Show was held in Queen's Park, Toronto, on "Dominion Day," July 1, under the patronage of their royal highnesses the Duke and Duchess of Connaught and his honor the Lieutenant Governor of Ontario. This exhibition is held annually by the Toronto Horse Parade Association to encourage the humane treatment of horses. A feature of the day was the sale by young women of small flag badges, from which was realized \$5,000 for the Toronto Humane Society.

The 800 horses in the parade were divided into 50 classes, which were all exhibited in harness, except a few saddle horses. The greater part of the exhibition was devoted to horses used in vehicles for commercial purposes, ranging all the way from the light one-horse delivery wagon to the heaviest two-horse trucks, with a few heavy three-horse teams driven abreast. There were in the parade two classes of old horses that had been in the continuous service of their exhibitors for from 10 to 22 years, and a prize was awarded to the faithful animal that had served one owner for 22 years. It was a good opportunity to see what fine horses are used for commercial purposes in Toronto. The Toronto horse parade, which is the only one of the kind held in Canada, is exceeded in size by similar parades only in Boston and London.

The Canadian Horse Show, usually held in Toronto in May, was omitted this year.

SPAIN'S FOREIGN TRADE FOR FOUR MONTHS.

[Consul Robertson Honey, Madrid, June 24.]

The *Revista Financera* of Madrid has this day published a résumé of Spain's foreign trade during the first four months of 1915 and compares the same with that during the corresponding period of 1914 and 1913. The journal's figures are: 1913—imports \$87,132,000, exports \$70,865,100; 1914—imports \$78,555,500, exports \$68,536,400; 1915—imports \$68,144,100, exports \$85,520,300. The balance of trade in favor of Spain is to be noted.

In reducing the values to dollars the silver peseta is held at \$0.195 although it has fluctuated between \$0.183 and \$0.205.

The compiler of the above adds that customs returns for these first four months of 1915 were lower than the estimate by about \$1,802,800.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Consuls are requested to contribute to this department, and in doing so should in each instance state in what language correspondence should be conducted.

Paints, No. 17550.—An American consular officer in England transmits the name and address of a company in his district which desires to receive prices and samples of ultra blue, Prussian blue, and all fast red and green dry paints.

Paints, No. 17551.—A firm in England informs an American consular officer that it is interested in nonfading aniline colors which will stand on newly plastered walls, and desires to obtain samples and quotations on same.

Lambskins, ostrich feathers, hair, etc., No. 17552.—A representative of a South American firm desires to be put in touch with buyers of lambskins (short haired and plain skins), also buyers of ostrich feathers, horse and cow hair.

Copper and steel wire, No. 17553.—An American consular officer in England transmits a report relative to a market for copper and steel wire. A copy of his report may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Cables, copper wire, etc., No. 17554.—An American consular officer in Norway transmits a report relative to an opportunity for the sale of vulcanized cables, copper wire, electrical wire for bells and house telephone cables. A copy of this report may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Structural iron, No. 17555.—A firm of contractors in Italy informs an American consular officer that it desires to receive quotations on approximately 300 tons of structural iron. Dimensions, etc., may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Cotton sacks and cloth for sacks, No. 17556.—An American consular officer in France transmits a detailed report relative to a market for cotton sacks and cloth for making sacks. A copy of his report may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Potatoes, No. 17557.—A firm in the United States is in receipt of a letter from a company in Argentina stating that it desires to purchase from 5,000 to 10,000 boxes of potatoes. Detailed information relative to methods of packing, payments, etc., may be had on application to the Bureau of Foreign and Domestic Commerce, or its branch offices.

Wire nails, hoop iron, galvanized iron, etc., No. 17558.—An American consular officer in England reports that a firm in his district desires to communicate with American exporters of wire nails, hoop iron, galvanized solid drawn fencing wire (not barbed wire). Specifications, etc., may be had on application to the Bureau of Foreign and Domestic Commerce, or its branch offices.

Electrical supplies, No. 17559.—The commercial agent of the Bureau of Foreign and Domestic Commerce in New York has been informed that an Italian firm desires to represent American manufacturers and exporters of electrical apparatus, electric light fixtures, and electrical appliances. Catalogues containing the articles desired may be seen at the New York office of the bureau. The firm desires to receive samples, catalogues, and full information relative to prices, etc.

Belting, No. 17560.—A firm in Italy is anxious to secure an agency for representing American manufacturers of leather belting. Samples, catalogues, etc., should be sent at once.

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SHIPMENT OF HIDES FROM BRITISH INDIA TO UNITED STATES.

[Cablegram from American consul general, Calcutta, received July 14, 1915.]

The exportation of hides and skins from British India to this country is only allowed after the British consul at the intended port of entry has communicated by cable to the collector of customs at the port of shipment the following declaration: "Satisfied that ultimate destination of goods is not enemy territory." Exportation will also be permitted if the same declaration is cabled to the American consul general at Calcutta by the State Department. Such declarations, in addition to the above statement, should give the names of the prospective importer and exporter and the number of hides it is desired to import.

AMERICAN SHIPS AT LISBON.

[Consul General W. L. Lowrie, Lisbon, Portugal, June 18.]

In the 10 months since the beginning of the war, seven vessels flying the American flag have entered the port of Lisbon with miscellaneous cargoes; five steamers and two sailing ships. Previous to August 1, 1914, only one vessel of American register entered this port in 15 years and that was in 1908.

An English tramp steamer arrived here about three weeks ago with 2,000 tons of miscellaneous cargo, and I am informed by the local agents that the freight amounted to over \$40,000.

STOCK EXCHANGE PROPOSED FOR CANTON.

[Consul General F. D. Cheshire, Canton, China.]

It is reported in the local press that, in view of the fluctuation in the market rate of Government bonds, the Chinese Minister of Finance has proposed the introduction of the stock-exchange system in Canton, as well as in Tientsin and Shanghai, in order to regulate the prices of various stocks. Accordingly, the civil governor has been requested to take immediate action to encourage the business community to help on the movement of establishing a stock exchange here as soon as possible with Government support.

SUGAR INDUSTRY DEVELOPMENT IN PHILIPPINES.

[J. F. Boomer, correspondent, Manila, June 7.]

Petitions to the Government Sugar Central Board for funds up to \$3,500,000 have been received to date. The total funds at the disposal of the board are \$1,000,000. The disposition of the board seems to be to put the available funds into large projects rather than into a number of small ones, in the belief that thereby the greatest good can be done to the industry.

A corporation composed of Spaniards and Filipinos, with \$200,000 authorized capital stock, with \$40,000 subscribed, has been organized in Iloilo to establish a sugar central with the aid of the Government.

A new sugar central company has been incorporated at Hinigaran, Occidental Negros, with \$500,000 capitalization, of which \$110,000 has been subscribed. All the incorporators, except one American, are Filipinos.

A movement is on foot among the sugar men to obtain legislation governing the packing and shipping of sugar similar to those which have recently been established for hemp. The desire is to secure Government guarantee as to the quality of sugar packed under a given label. It is probable that legislation looking to this end will be introduced in the legislature during the next session.

[Manila Daily Bulletin, June 15.]

New Central Will be Largest in Islands.

The erection of a sugar central far larger than any at present operated in the Philippine Islands has just been assured by the signing of a contract between members of the well-known Yulo family of Occidental Negros and allied interests and a syndicate of Honolulu sugar capitalists, who have agreed to advance the parties first mentioned \$250,000 gold to be used in development work.

The contract just signed calls for the erection of a 2,000-ton capacity central at Binalbagan, Occidental Negros, the cost of which will be approximately \$1,250,000. The planters control about 15,000 acres planted in cane and are confident of their ability to furnish sufficient cane to keep the mill working at full capacity during the ordinary milling season.

It is understood that the Honolulu Iron Works will install the machinery necessary to fully equip the proposed plant, and work on the project will be begun in the near future.

PHILIPPINE VESSEL COMES VIA PANAMA.

[J. F. Boomer, correspondent, Manila, May 31.]

The schooner *A. J. West*, of 363 tons, equipped with auxiliary power, has sailed from Manila to New York via the Panama Canal. This vessel will be the first ship of Philippine registry to pass the canal. It carries a cargo of lumber shipped by a local firm, valued at \$99,050. The vessel is captained and officered by Americans. The engineers and carpenter are Japanese; the sailors are Filipinos. The *A. J. West* was purchased on the Pacific coast about two years ago, and has been engaged in the lumber-carrying business between Manila and the southern islands. The high freight rates prevailing have made it profitable for the vessel to undertake the voyage to New York.

TRADE OF FRENCH WEST AFRICAN COLONIES.

[Vice Consul Harry A. McBride, Boma, Belgian Kongo, May 28.]

The following figures show the movement of foreign trade of the French colonies in West Africa during the third quarter of 1914:

The trade of the colony of French Guinea during the third quarter of 1914 totaled \$576,123, of which \$264,269 were imports and \$311,854 exports. The trade with France amounted in value to \$189,569, divided as follows: Imports, \$110,332; exports, \$79,237.

The foreign trade of Dahomey for the same period amounted to \$831,491, of which the imports were valued at \$432,886, and the exports at \$398,605. The value of France's share in the total trade was \$223,443, the imports accounting for \$152,982, and the exports \$70,461.

The total foreign trade of the French military territory of the Niger during the period under review amounted in value to \$70,250, of which \$50,455 represented imports and \$19,795 exports. The share of France in the import trade was \$1,312.

The aggregate foreign trade of the Ivory Coast for the third quarter of 1914 reached a total of \$800,796. The imports amounted to \$482,185 in value, and the exports to \$318,611. The value of imports from France was \$274,380, and the exports thereto \$120,549; the total trade with the mother country thus amounting to \$394,929.

SEES HUGE TRADE FROM COAST TO AUSTRALIA.

[Honolulu Star-Bulletin, July 1.]

The development of an immense trade between Australia and the west coast of the United States, the prospects of adding larger steamers to the trans-Pacific service are at this time exceedingly bright, in the opinion of Capt. L. Thompson, master of the British freighter *Werribee*, who will remain in this city a few days before steaming to San Francisco or Portland, Oreg., to complete his charter.

Australian importers are strongly inclined to favor American-made goods, reports brought to Honolulu to the contrary notwithstanding. I have moved among business and shipping interests at the principal ports on the southern continent for years, and believe I am sufficiently familiar with the situation to realize its great possibilities for expanded trade. Take it from me, American-made articles and American-grown produce will find a ready market throughout Australia. The difficulty of filling this demand at the present time is due solely to a shortage of ships.

FARMERS COOPERATE IN ARGENTINA.

[Consul William Dawson, jr., Rosario, June 12.]

The agricultural expert assigned to the district of Concepcion del Uruguay, Province of Entre Rios, calls attention in a recent report to the prosperity of "La Mutual," an agricultural cooperative society at Lucas Gonzalez in the same Province. The society has 496 members and closed its sixth year with a capital of \$66,826. Insurance operations have reached the figure of about \$10,000 a year.

ITALY'S PERFORATED-METAL INDUSTRY.

[Consul General J. E. Jones, Genoa, June 24.]

The perforated-plate industry has had an extensive development in Italy during the last 30 years, especially since the introduction of large steel and metal-working establishments, which have been equipped with high-grade machinery and supplied with skilled workmen, instructed in many cases by German or English directors.

An idea of the production of these establishments may be gathered from the fact that in 1913 the production of iron and steel sheets or plates in Italy reached 85,226 tons; that of tinned plates 29,185; that of lead-covered plates 1,395; and that of zincked sheets 1,240 tons.

Owing to the great scarcity of the metals and metallic ores, these works import many of the raw materials, waste products, or plates. The quantity of the perforated plate manufactured is not, however, sufficient for all demands, especially on account of a constantly increasing use. Large quantities therefore must be imported.

Plants Compelled to Reduce Working Days.

Since the beginning of the war a great scarcity of raw materials in this industry has been felt, owing to the stoppage of some supplies, and many establishments have been compelled to reduce their working days.

The perforated plates used in this country vary greatly in thickness and size. The only way to become familiar with the types of perforated metallic plates employed is to investigate their use in various industries. In some cases soft metal is required, as it has to be specially worked; in others special size or thickness and special perforations are necessary.

Perforated iron or zincked iron plates are used in soap-making machinery (1) for the manufacture of circular sieves of a diameter varying from 1.64 to 2.3 feet, and measuring from 1.31 to 1.97 feet in thickness; (2) for the manufacture of covers or other parts of the apparatus for mixing and other processes employed in toilet-soap works; (3) for the manufacture of the cylindrical cages of oilseed-pressing plants, which have generally a diameter of from 1.3 to 1.48 feet and a height of from 1.15 to 1.8 feet; (4) for the manufacture of perforated filter-press plates.

Used by Makers of Textile Machinery.

They are used by makers of machinery for the textile industry: (1) For producing special steel, brass, tin, iron, or zinc strips used for various purposes; (2) for producing conical spools and tubes employed for the winding of cotton and woolen yarns and the treatment of these with liquids; (3) for producing special frames used to cover pinion wheels, power transmissions, or other dangerous portions of machinery; (4) for producing special pulleys having perforations that are said to avoid the slipping of belts used for driving purposes; (5) for producing perforated cages of dyeing machines; (6) for producing cages or baskets of hydroextractors, having generally a diameter of from 1.64 to 3.28 feet and height of from 0.93 to 1.38 feet, with the use of copper, brass, iron, zincked-iron, aluminium, and nickel-plated iron plates; (7) for producing double bottoms in kiers, boilers, vats, etc.; (8) for producing suction boxes for mercerizing plants, etc.

They are used by machinery makers furnishing other industries: (1) For producing small and large filters to be used for all purposes; (2) for covers or sides of stoves, etc.; (3) for the manufacture of motor cars; (4) in shipbuilding, locomotive building, boiler building, etc.

Opportunity for American Manufacturers.

A favorable opportunity is presented for American manufacturers to sell perforated metallic plates in Italy. It is essential that they be made to satisfy the particular requirements of the Italian trade. These requirements are numerous and may vary in individual cases. The methods suggested as the most feasible for reaching the purchasers are: (1) By sending circulars to all available addresses or to societies that will distribute them throughout Italy; (2) through advertisements in such papers as *L' Industria*, Milan; *Le Moderne Industrie Tessili*, Genoa; *L' Industria Saponiera*, Milan; *Bollettino dell' Industria Laniera*, Biella; *La Marina Mercantile Italiana*, etc.; (3) by securing a representative in Italy who is already engaged in similar lines.

Some of the principal establishments which will reach the trade are: *Società metallurgica Giacomo Corradini*, Napoli; *Società Altiforni, Fonderie ed Acciaierie di Terni*, Roma; *Società delle Ferriere Italiana*, Roma; *Piaggio & Co.*, Sestri Ponente; *Società Anonima "Ilva,"* Genova; *Società Anonima Italiana Giovanni Ansaldo & Co.*, Genova; *Società Siderurgica di Savona*, Genova; *Acciaierie e Ferriere Lombarde*, Milano; *Costruzioni Meccaniche Saronno*, Saronno; *Laninatoio di Malavedo*, Milano; *Società Anonima per la Forgiatura del Ferro e Costruzioni Meccaniche*, Milano; *Società Anonima degli Altiforni, Fonderia, Acciaieria, Ferreria Giovanni Andrea Gregorini*, Lovere, Bergamo; *Trafileria e Laminatoi di metalli*, Milano; and *Altiforni, Fonderie e Acciaierie di Piombino*, Firenze.

[A list of the principal firms purchasing perforated metallic plates in the city of Genoa may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

NEW STEAMER SERVICES THROUGH CANAL.

[Panama Canal Record, July 7.]

On July 5 the Blue Funnel liner *Idomeneus* arrived at Cristobal from Liverpool by way of Kingston, with 700 tons of cargo for San Francisco. After coaling at Cristobal the vessel will load 1,000 tons of pipe and 100 tons of machinery for Los Angeles. The passage of the *Idomeneus* marks the beginning of a regular service by this line between Great Britain and the west coast of the United States and Canada, with a sailing each way every month. [Mention of this service was made in COMMERCE REPORTS for Jan. 30, 1915.]

The *Pachitea* of the Peruvian Line is due to sail from Cristobal for Baltimore on July 8. This will be the second vessel of this line to have passed through the canal on the way from Peru to Baltimore recently, the *Mantaro* [see COMMERCE REPORTS for July 9, 1915] having made the same trip in the latter part of June. The *Mantaro* is due back shortly and there are expectations of establishing a regular line over this course.

NOTES ON ARGENTINE MEAT INDUSTRY.

[Review of River Plate, June 11.]

Free Admission of Cloth and Twine.

The Ministry of Finance has authorized the importation, free of duty, of cotton cloth for making the coverings in which meat is exported, as also the twine used in sewing up the meat in the wrappings.

Armour Frigorifico.

The new Armour frigorifico at La Plata will be the largest in South America and will have a capacity for the daily slaughter of 2,000 cattle, 4,500 sheep, and 2,000 pigs. Most of the meat prepared in this establishment will be shipped to the United States, although a certain quantity will also go to British ports.

Negotiations for Meat Trust Under Way.

Advices to the local press indicate that negotiations are in progress in London among the Anglo-Argentine meat-exporting companies for the establishment of a basis for concerted action. The dispatch reads:

According to trustworthy information, it can be taken that the projected combination between Argentine freezing companies will be satisfactorily arranged at an early date. The directors of the most important frigorificos appear to be inclined to regard favorably the proposed agreement for the formation of a league or trust in the meat business, with the object of controlling the French market, preparing to conquer a dominating position after the war and during the period of the authorization for the transportation of frozen meat, lately accorded by the French Government. Discussions and negotiations are proceeding with great probabilities of success. The most serious obstacle so far encountered is that of arranging freight contracts of vessels with refrigerating chambers, but a favorable solution of this problem is hoped for. Operations can not be fully developed before the beginning of next year, and before that time it is possible that the conditions at present affecting merchant shipping may be favorably modified.

SPECIAL BANK LOANS IN MANCHURIA.

[Consul A. A. Williamson, Dairen, Japanese Leased Territory, May 25.]

Figures presented in the Dairen Business Magazine (the organ of the Japanese Business Men's Association in this city), place the amount of the "special loans" of the Yokohama Specie Bank outstanding in Manchuria on January 31, 1915, at 2,288,329 yen [\$1,139,588.]

The "special loan" system is a method of giving governmental aid to those desiring to open business in Manchuria, but who lack the necessary capital. While the ordinary Yokohama Specie Bank rate of interest to borrowers is 11 per cent per annum, and the rate charged by other banks is anywhere from 11 to 15 per cent, the special loan rate is 7 per cent per annum, and the usual term 3 or 4 years; in exceptional cases the term has been extended to 10 years. During the term of the loan the principal and interest must be paid in fixed installments, so that at the end of the term the debt is entirely wiped out. The Diet appropriates money for this special loan service, the present limit being 3,000,000 yen [\$1,494,000], which the total loans must not exceed.

In Dairen there was outstanding the sum of 784,656 yen [\$390,758], being the balance due on 181 loans originally for 1,211,989 yen [\$603,570], made to members of 71 trades and professions.

UNITED STATES DRUG OPPORTUNITY IN PARAGUAY.

[Consul Samuel H. Wiley, Asuncion, May 26.]

Owing to war conditions abroad and consequent diminution of exports from European markets, there is an excellent opportunity to increase the sales in Paraguay of American drugs. There have been practically no drugs imported from European markets since the beginning of the war, and the stocks on hand are beginning to run short.

The total value of importation of drugs and chemicals to Paraguay during 1913 was \$297,978. Of this total the United States furnished \$70,190 worth. In 1914 the total value of drugs and chemicals imported was \$226,576, of which \$80,922 worth was imported from the United States. This is a substantial increase of importation from the United States during a year when the value of importations in every line was far below normal.

Practically all the drugs sent to Paraguay are imported by the drug stores direct. These stores engage in both wholesale and retail trade, and none engage exclusively in a wholesale business, nor are there any drug jobbers.

Terms of Credit—Introducing Patent Medicines.

The terms of credit usually given by European houses to the drug trade here were six months after date of shipping papers. It will be difficult to do business with dealers here on a basis of cash with order, especially at present, in view of the low exchange rate of the Paraguayan paper currency.

All patent medicines must be analyzed by the department of hygiene of the Paraguayan Government before their sale will be permitted here. Companies intending to introduce patent medicines must be prepared to conduct an advertising campaign, with advertisements in the Spanish language. The dealers expect manufacturers to do the advertising.

SOUTH AFRICA'S TRADE FOR FOUR MONTHS.

[Clipping from Cape Times, transmitted by Consul General George H. Murphy, Cape Town.]

In the first four months of 1915 the exports of South African produce totaled \$20,901,403. In the preceding four months (September–December) they amounted to \$15,632,103. In the first four months of last year they aggregated, omitting gold and diamonds from the calculation, \$25,943,300. The greater part of the shortage of \$5,000,000 is explained by the enormous decrease in the exports of ostrich feathers and the inactivity of the wool markets in Europe. In this latter respect, however, there are distinct indications of recovery.

Turning to the import side of the account, we find that the imports of merchandise for the four months ending April 30 amounted to \$36,143,500, as against \$58,315,300 in the like period of last year. The decrease of \$22,000,000 was spread over a wide range of commodities. The decline in the import trade approximates 38 per cent, but in many commodity classes the fall has been as much as 60 or 70 per cent.

ARGENTINE AGRICULTURAL NOTES.

[Review of River Plate, June 11.]

Government Aid—Rice Cultivation.

The Ministry of Agriculture is displaying commendable activity in various directions in these days. Among the manifestations of energy may be mentioned the businesslike way in which the law authorizing the Government to expend \$1,500,000 m/n (\$636,900 United States gold) on the purchase of seed to be advanced to intending cultivators was obtained, and the subsequent arrangements for the distribution of the seed, already well in hand; the establishment of experiment and model farms in certain of the National Territories, and the publication of elementary but necessary information concerning the pig-raising industry, in anticipation of the advent of an important new outlet through the Armour Frigorifico.

Another important matter in which the Ministry is intervening effectively is the promotion of rice cultivation. A carefully selected consignment of rice seed has lately been procured from Japan, and this is now to be distributed among cultivators desirous of testing the possibilities of the cultivation. Officials of the Ministry have been detailed to assist with advice the cultivators in the various Provinces under the general superintendence of a Japanese expert. There is apparently no valid reason why Argentina's rice requirements should not be met by local production. The statistics relative to 1913 show that 61,506 tons of rice were imported in that year. Rice is at present cultivated in the Republic on a total area of 5,000 hectares (12,350 acres), and it is estimated that the requirements of home consumption could be met by the cultivation of an additional 25,000 hectares (61,775 acres). The Fomento Agrícola department of the Ministry is at present occupied in the compilation of a pamphlet containing useful elementary instructions concerning rice cultivation.

Seed Distribution.

The commission composed of members of the Grain Exchange, designated by the Minister of Agriculture to undertake the purchase and distribution of the Government advances of seed to small farmers, has gotten to work with commendable alacrity. Although wheat is the crop principally contemplated, the commission is also purchasing certain quantities of linseed and rice seed to meet the demands of cultivators in the Provinces of Entre Rios and Corrientes. One hundred and fifty tons of rice seed have already been acquired by the Province of Tucuman with this object in view. The delegates of the Ministry of Agriculture entrusted with the details of the distribution are to set out to-day for the scenes of their respective labors. Each of these officials will keep a register of the distribution showing the names of the cultivators soliciting seed, the names of the landlords of the properties, the areas which the farmers will undertake to cultivate, and the amount of seed advanced to each.

The intention of the law authorizing this distribution is to favor small cultivators who are unable to obtain credit facilities from banks or other sources. Consequently it has been decided that cultivations so favored are not to exceed 100 hectares (247 acres), and 60 kilos (132 pounds) of seed are to be allotted for each hectare.

The Grain Exchange committee is paying particular care to the selection of the seed, having in mind the climatic and other conditions in each of the zones of distribution. These zones are: Entre Rios, 100,000 hectares (247,000 acres); west of Buenos Aires, 50,000 hectares (123,500 acres); San Juan, 12,000 hectares (29,650 acres); and Mendoza, 10,000 hectares (24,700 acres).

Third Official Crop Forecast.

The Director of the Department of Rural Economy and Statistics of the Ministry of Agriculture has issued his third official forecast of wheat, linseed, and oats production. The latest estimate, which is somewhat lower than that formulated in the last week of February, is as follows:

Provinces and Territories.	Wheat.	Linseed.	Oats.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Buenos Aires.....	1,635,000	215,500	676,000
Santa Fe.....	510,000	400,000	36,000
Cordoba.....	1,460,000	290,000	25,000
Entre Rios.....	130,000	190,000	22,000
Pampa Territory.....	715,000	14,700	50,000
San Louis.....	80,000	14,000	10,000
Other.....	55,000	1,300	12,000
Total.....	4,585,000	1,125,500	831,000

Cultivation of Cotton—Wheat for Australia.

A petition has been presented to the Minister of Agriculture asking for official Government protection in the establishment of a colony of cotton cultivation and the formation of an acclimatizing station for certain plants not yet grown in the Republic. The petitioner states that his project includes the installation of a large cotton-spinning factory in the Federal capital, in which the produce of the colony would be spun. He asks for a concession of 10,000 hectares (24,700 acres) of land in the Chaco territory on favorable terms.

Exporting Argentine wheat to Australia sounds almost like sending coal to Newcastle, yet a steamer (*El Vastor*) has recently been chartered at 70 shillings (\$17) per ton to carry 6,000 tons of wheat to that Commonwealth.

TRADING FIRMS CLOSED IN BRITISH WEST AFRICA.

The American consular officer at Poma, Congo, reports the publication by the British Board of Trade of a list of German and Austrian firms trading in the colonies of Gold Coast and Nigeria, West Africa, whose establishments have been closed by order of the British Government. Claims against the firms were received up to April 30. The liquidating officers, who can give details regarding the establishments, are O. Mitchell, assistant comptroller of customs, Accra, Gold Coast, and T. F. Burrowes, comptroller of customs, custom-house, Lagos, Nigeria. Lists of the firms closed may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.

Vice Consul Caspar L. Dreier, of Singapore, notes that coconut planting is rapidly coming into prominence as a staple rather than a subsidiary industry throughout British North Borneo.

SOUTH AMERICAN EXCHANGE SITUATION.**CHILE.**

[Consul General Leo J. Keena, Valparaiso, June 1.]

It is possible that American exporting houses may have received a somewhat erroneous impression of the character of some Chilean importing firms from the fact that bills against them are sometimes allowed to go to protest. Allowing a bill to go to protest is not unusual even with houses of good standing, and owing to the sharp fluctuation in Chilean exchange it is in practice rather excusable, provided the bill is taken up very shortly thereafter.

Chilean exchange during the past two months, for example, has varied from 8 to $8\frac{1}{4}$ and has now dropped to $7\frac{1}{4}$. The figures given indicate the value in pence sterling of the Chilean paper peso. Presuming that a bill against a Chilean house in New York exchange comes due when the peso is quoted at $7\frac{1}{4}$, the value of the United States dollar in paper pesos on that day is \$6.29 and exchange must be purchased on that basis. Within two or three days, however, the exchange quotation may be expected to be more favorable, as at 8, $8\frac{1}{4}$, $8\frac{1}{2}$, or $8\frac{1}{2}$, at which quotation the United States dollar has the respective values of \$6.25, \$6.06, \$5.88, and \$5.59 in paper currency.

Guaranty Deposit.

The inclination, therefore, to wait some few days for a more favorable rate is so strong, especially as there is approximately a week to 10 days between mails, that yielding to it—even though the act may generally be condemned—is almost sanctioned by general commercial practice, especially among the smaller importing and wholesale houses.

In general practice one method is followed that appears to satisfy both parties to the transaction. In the event of a bill falling due on a day or in a period of unfavorable exchange, the debtor notifies the creditor of the fact and makes a guaranty deposit of the amount of currency that, under the ordinary favorable exchange condition of that month, would cover the face of the bill, and the conversion into foreign exchange is made as soon as the exchange rate is favorable. This arrangement is a slight concession of time on the part of the foreign creditor which is often of material advantage to the importer and which is much appreciated. The chief difficulty in regard to its application to American trade with Chile is that most American houses have not the local representation qualified to enter into such an arrangement.

COLOMBIA.

[Consul Isaac A. Manning, Barranquilla, May 20.]

A local newspaper states that in Colombia to-day "dollar exchange" is at a premium over all other, the rates in Bogota and Barranquilla, based on Colombian paper money at per cent, being: Dollars (sight drafts)—Bogota 10,750, Barranquilla 10,625; dollars (coin)—Barranquilla 10,575; pounds (checks)—Bogota 10,400, Barranquilla 10,275; francs (checks)—Bogota 10,300, Barranquilla 10,200; marks (checks)—Bogota 9,750, Barranquilla 9,245; pesetas—Barranquilla 10,625; pounds (coin)—Barranquilla 10,125; lire—Barranquilla 9,500.

In checks for American gold coin in Barranquilla, the selling rate is for pounds \$4.84, francs \$0.215, pesetas \$0.192, lire \$0.18, marks \$0.215. Owing to the export duty on gold coin, the discount on coin ranges as high as 1 per cent in the purchase of drafts or Colombian paper money in Barranquilla. In Bogota English gold fluctuates around 10,025 per cent and American coin at 10,400. Colombian silver of 0.900 suffers a discount of one-fourth to one-half of 1 per cent in its relation to the Colombian paper currency.

[Colombian paper currency has a greatly depreciated value, the United States Treasury conversion rate for the current quarter being \$105 paper to \$1 gold. The Colombian gold dollar is at par with the United States gold dollar.]

ECUADOR.

[Clipping from West Coast Leader for June 10, transmitted by Commercial Attaché A. I. Harrington, Lima, Peru.]

According to Guayaquil advices the exchange rate on London from Ecuador is at a comparatively low rate, owing to the heavy cacao exports which have given the merchants of the northern Republic a big foreign trade balance. One or two instances are reported of Peruvian merchants going to Guayaquil for their London exchange, a state of affairs that is perhaps unique in the commercial history of the two Republics. Transactions along this line must of course be strictly limited by the small amount of commercial exchange between Callao and Guayaquil.

PERU.

[Clipping from West Coast Leader for June 10, transmitted by Commercial Attaché A. I. Harrington, Lima.]

On May 27 the bulletin of the Lima Bolsa suspended quotations on foreign exchange as its quotations previously had been largely fictitious or nominal and the figures quoted had no influence whatever on the widely varying quotations prevailing in the actual market. Since the outbreak of the war exchange on London and New York in Lima has steadily advanced at the average rate of a point every 30 days. The average prebellum quotation was one-half of 1 per cent premium for 90-day drafts on London; to-day 10 per cent is the nominal figure. On 30-day drafts on New York the value of the Peruvian pound has declined from \$4.79 (United States currency) to \$4.28. Taking the par value of the Peruvian pound at \$4.86, this is an increase in the rate of exchange from $1\frac{1}{2}$ per cent before the war to about 12 per cent at present.

As stated, the rates quoted are merely nominal, for business in foreign drafts in Lima now consists more or less of "street transactions"; that is, the buying and selling between business houses is largely a matter of private and individual arrangement. Instances have been noted of 13 and 14 per cent premiums being paid on London 90-day drafts, but this is exceptional, and the greater volume of exchange operations is going through in the neighborhood of 10 per cent. Even at 10 per cent on New York it is virtually impossible to secure drafts.

Business Virtually on Cash Basis.

Ever since the outbreak of war there has been a severe restriction of local credits, and the large commercial houses as well as the

banks have practically been liquidating their accounts. To-day business in Lima is virtually on a cash basis and the long-time credits that formerly prevailed have been almost wholly swept away. As a result of the commercial houses closing their credit accounts they have found themselves with extraordinarily large sums of money on hand for remittance to their head offices, and this has placed an additional strain upon the exchange market. * * *

The future course of the exchange market can not be forecasted with any confidence. It is argued that with the preponderance of exports, the considerable decrease in imports, and the fact that business has now been transferred largely from a credit to a cash basis must eventually right the situation; but meanwhile the demand for drafts shows no signs of abatement and the selling market remains as limited as ever.

BRAZIL'S MARKET FOR AMERICAN PIPES AND FITTINGS.

[Consul General Alfred L. M. Gottschalk, Rio de Janeiro, Brazil, May 25.]

Frequent inquiries are received from American manufacturers of pipes and fittings, who, by reason of disturbed business conditions in Europe, are apparently making an effort to obtain a share of the Brazilian trade in these commodities, which have in the past been almost entirely supplied by European manufacturers. The importations of these articles during the past two years into Brazil were:

Country of origin.	1913		1914	
	Quantity.	Value.	Quantity.	Value.
	<i>Metric tons.</i>		<i>Metric tons.</i>	
United States.....	3,416	\$365,182	2,280	\$178,065
Great Britain.....	24,182	1,614,654	6,801	584,414
Germany.....	20,828	1,507,784	10,396	602,678
France.....	17,020	630,139	17,830	678,779
All others.....	8,015	374,485	12,388	402,775
Total.....	73,461	4,492,244	49,695	2,446,700

The total lengths of the various kinds of pipes of the several sizes represented in the water system of Rio de Janeiro, according to the latest report, are 756.36 miles of cast-iron pipe, 5.52 miles of steel pipe, 40.4 miles of galvanized iron, and 101.4 of lead pipe, a total of 903.68 miles. [A table showing the amount in use of each size of pipe, with the figures representing the respective diameters, and a statement of specifications for pipes, may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

MINING DISCOVERY IN ARGENTINA.

[Consul William Dawson, jr., Rosario, June 12.]

Reports from Mendoza announce the discovery of copper and sulphur deposits in the Planchon Pass between the Colorado and Atuel Rivers in the Argentine Province of Mendoza. The mines, which are at a height of approximately 6,500 feet, are reported to contain very pure ore, not mixed with any other minerals.

FAR EASTERN NOTES.

[London and China Telegraph, July 5.]

Oil Refinery for China.

It is reported at Peking that rapid progress has been made with regard to the prospecting of the Chinese oil fields in Shansi Province, and that arrangements are being made to carry out refining. It is expected that the oil will be put on the market in the northern Provinces at the end of this summer, and it is expected that within three years its sale will be pushed all over China.

Iron Works' Extension.

The authorities of the Hanyehping Co. (Hanyang ironworks, opposite Hankow) has sent a delegate to Wang Shih Kan for the establishment of an iron factory there. The management has found it necessary to extend the workshop of the company, but as all the vacant grounds adjoining the Hanyehping works in Hanyang have been purchased by the Hanyang Arsenal, it was forced to find its extension grounds in Wang Shih Kan instead of in Hanyang. It is estimated that a fund of \$2,600,000 (about \$1,300,000 gold) will be needed for the extension works.

Transporting Siamese Paddy to Singapore.

According to the Siam Observer, the Norwegian steamer *Varg* arrived on May 20 from Hongkong to take up a six months' time charter for a Chinese rice mill firm in Singapore, who pay the record charter of \$14,000 Hongkong currency per month. The vessel is only about 800 tons net. It will be plying between Bangkok and Singapore carrying only paddy to be milled in Singapore. This appears to be an experiment, as paddy has never been exported in large quantities before this. The paper understands that the old Bangkok steamer *Providence* is likely to return to trade in these waters, as negotiations are now going on between the owners and Chinese charterers.

Tea from Sumatra.

The island of Sumatra, now in course of development as a tea producer, and reported to be capable of producing heavy yields from mature plant, has followed up last year's introductory period by larger supplies, and the industry has received much encouragement from the abnormally high values of the past year. The teas have maintained a useful character and have already secured a "good will" in the market. The area under tea now approaches 8,000 acres, nearly all of which have been opened out on the East Coast from good Assam seed. The season's offerings at public auction have totaled 4,698 packages, for which an average price of 20½ cents per pound has been realized.

The Italian Ministry for Posts and Telegraph, on December 26, 1914, made an agreement with the State Railways for the electric lighting of all the mail cars and compartment cars used for the transportation of mails, and for the oil lighting of all mail cars provided with the proper apparatus, whether such cars are owned by the post office or the railways. The railway administration is intrusted with the upkeep of the lighting equipment.

FEATURES IN RECENT JAPANESE TRADE.

[Consul George N. West, Kobe, June 11.]

Match Market Suffers Heavy Slump.

With the approach of the rainy season, which usually sees a depression in the market, and the collapse of the inflated price of chlorate of potash, a very heavy slump has set in on the match market, with a promise of still lower levels. The quotation has dropped to \$23.25 for first-class safety matches.

Erratic Fluctuations in Amorphous Phosphorus.

On the outbreak of hostilities in Europe, amorphous phosphorus went up in price remarkably, jumping from \$41 per 100 pounds to \$150. This was only a passing phenomenon, however. The rise was soon checked by large imports from England and France. Indeed, in February and March the market was weaker than before the outbreak of the European war, \$40 being quoted. In these circumstances, Japanese and Chinese merchants in Kobe made reexports to China, while, on the other hand, further imports were countermanded.

Stocks then ran out and prices jumped. Since the end of last month, \$80 has been reached, and as much as \$95 has been offered. The erratic fluctuations in amorphous phosphorus point to instability and speculation in the match trade.

Japan Stops Exports of Inferior Braid.

The Japanese Department of Agriculture and Commerce has issued regulations which are expected to be effectual in preventing the exportation of inferior braid. The provisions are:

1. Chip braid shall not be bleached, or be sold, or transferred for purposes of bleaching. This provision is not applicable to cases in which the bleaching of the chip braid is resorted to for home use, or for manufacturing, experimental, or similar purposes. In case of such permissible bleaching, a report shall be duly made previously to the local governor of the quantity and purpose of the chip braid to be bleached, and when it is to be used in manufacture, of the time and place of such manufacture; any departure from the particulars so given shall be preceded by a report to the authorities.

2. Mixed or parched braids shall not be exported or sold for purposes of export without obtaining the permission of the Minister of Agriculture and Commerce. This provision is not applicable to hemp braids which have two or less patches per piece.

3. Offenders violating the provisions of the two preceding articles shall be mulcted in a fine not exceeding \$50.

Season for Exporting Rice Prolonged.

What may be termed the rice-export season begins in November and ends in April. This year, however, a boom in the export of rice still continues, largely on account of the increased demand for rice in England and France. In May, Kobe alone exported to the amount of 194,740 piculs (picul=133½ pounds). Exports from Kobe until the end of May this year amounted to 926,548 piculs, as against 360,298 piculs recorded for the corresponding period of last year—approximately a threefold increase. The prosperous condition of the trade is, besides the increased demand in Europe, partly accounted for by increased exports to South America.

PACKING OF BUTTER FOR EXPORT.

[Commercial Attaché William C. Downs, Melbourne, Australia.]

The following criticism from the Melbourne Age, June 11, 1915, in regard to the packing of American butter recently received in Australia, contains valuable suggestions and will serve as a guide to American exporters as to what the Australian buyers expect:

For the first time in the history of the trade, consignments of butter from America have been placed on the local market. Mr. R. Crowe, exports superintendent, stated yesterday that several parcels of Californian butter had been examined by experts of the produce division of the agricultural department, and the quality generally had been found uniformly good. The flavor was lacking in freshness, just as might be expected, considering the age of the butter. The type of package and weights chiefly arrested attention. The cube boxes were made of spruce pine, planed on the inside, and coated with paraffin wax to prevent the wood from tainting the butter. The outside was very rough, neither the wood nor edges being planed, and this rough exterior lent to the picking up and holding of dust and handling marks. All the brands were stenciled and not impressed, as was the case with Australian butter boxes.

It was strange, continued Mr. Crowe, that in America such taste was displayed in the type, get-up, and branding of kerosene cases, and also such a laxity with butter. The weights were not marked on the packages, and the contents varied from 65 to 72 pounds; each packet had to be tared and recorded separately. In this respect the early days of the butter industry in Victoria were recalled, when kegs and boxes of different sizes and shapes were the rule. It was then necessary to weigh and record the gross, tare, and net weights of each package. That was the practice 25 years ago. The Agricultural Department set to work, and soon had the $\frac{1}{2}$ -cwt. package in universal use. The whole of the butter packed in bulk for export and local sale throughout Australia was put in boxes containing 56 pounds net, and special precautions had been taken by regulations under the commerce act to insure the continuance of this standard package. By the arrival of butter from San Francisco one was reminded of the enormous boon the standard package was to all concerned. With the millions of boxes of butter made yearly, both labor and clerical work, sometimes involving mistakes and loss, were avoided. It came as a surprise, concluded Mr. Crowe, that the Americans, who adopted decimal coinage, should have overlooked the advantage of standard butter packages.

MARKET IN PORTUGAL FOR GAS MANTLES.

[Consul General W. L. Lowrie, Lisbon, June 23.]

Since the war the sources of supply of gas mantles sent to Portugal have been cut off. They were supplied formerly by Germany at low prices. The quotations have gone up considerably, and there is now an opening for American manufacturers furnishing the two standard sizes, Nos. 1 and 2. No. 1 is $10\frac{1}{2}$ centimeters, or 4 inches, long, having at its base a diameter of 22 millimeters, or seven-eighths inch. No. 2 is $10\frac{1}{2}$ centimeters, or 4 inches, long, with a diameter at its base of 32 millimeters, or $1\frac{1}{4}$ inches. The mantle must be plain, without holders, preferably of white color.

Some local firms use 5,000 to 10,000 mantles a month. Samples, with lowest prices and trade discount sheets, should be sent to the "American Consulate General, Lisbon, Portugal."

The Portuguese duty on gas mantles is 20 per cent ad valorem. Owing to their general classification in the tariff law as "manufactures of minerals not specified," it is impossible to give detailed statistics of the importation of gas mantles.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Machinery, No. 17561.—A business man in South America desires to receive catalogues and prices of machinery for making brooms and brushes; knitting machinery for use in making sweaters, caps, and socks; machines for making military and naval uniforms, etc.; also prices and catalogues of electrical display advertisements. Correspondence may be in English.

Sugar, No. 17562.—A business man in Costa Rica informs one of the commercial agents of the Bureau of Foreign and Domestic Commerce that he desires a market for sugar manufactured in that country. He states that he has about 500 tons available for immediate shipment. The sugar is the "Y. C." Deliveries can be made either at Port Limon on the Atlantic or Puntarenas on the Pacific. Samples of the sugar may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Hair-teasing machines, No. 17563.—An American consular officer in Ireland reports that a hair and feather manufacturer in his district desires quick deliveries of three or four hair-teasing machines for working pigs' hair. The machines should cost about \$350 each. Quotations should be made c. i. f. Liverpool or destination. If quotations are made f. o. b. New York, the weight and measurements of each machine ready for shipment should be specified. Illustrated catalogues, etc., should be sent.

Perfumed vaseline, No. 17564.—An American consular officer in France reports that a wholesale merchant in his district wishes to receive samples of and quotations on perfumed vaseline in small metal boxes. The prices, delivered c. i. f., should not exceed \$1.35 or \$1.54.

Ammonia, No. 17565.—A brewery in an insular possession desires to purchase ammonia for refrigerating purposes. Prices and full information should be sent at once. Correspondence may be in English.

Willow furniture, No. 17566.—A business man in South America desires catalogues and prices from American manufacturers of willow furniture. Correspondence may be in English.

Carbonator, No. 17567.—An American consular officer in an insular possession reports that a business man in his district desires to receive catalogues, prices, etc., relative to an American-made apparatus for carbonating bottled beer. Communications may be in English.

Druggists' supplies, No. 17568.—An American consular officer in Africa reports that a druggist in his district desires to receive catalogues, with price lists, of American druggists' supplies in general, and of rubber articles in particular. Correspondence and catalogues should be in Italian or French, but may be in English.

Zinc sheets, brass, etc., No. 17569.—A manufacturer of toys and musical instruments in Spain informs an American consular officer that he desires to purchase nicked sheet zinc, ranging from 0.15 to 0.70 millimeters in thickness; ordinary sheet zinc, 1 to 3 millimeters thick; tempered sheet brass 0.30 to 0.70 millimeters in thickness; and white metal, 25 to 70 millimeters in thickness. The party states that he is prepared to pay cash on delivery and desires quotations c. i. f. destination.

Machinery, No. 17570.—A business man in South America desires to get in touch with American manufacturers of machinery for making bone, vegetable, ivory, and mother-of-pearl buttons. Correspondence and catalogues may be sent to a representative in Washington, D. C.

Rice, No. 17571.—An American consular officer in Chile reports that a business man in his district desires to receive samples and quotations on rice. The rice should be packed in double sacks, with a net weight of 42 kilos (101.41 pounds) per package. It is stated that the prevailing terms of credit are 60 days from date of shipment. Correspondence should be in Spanish.

COMMERCE REPORTS



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RESULTS OF FOREIGN TRADE OPPORTUNITIES.

The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a firm in the United States, stating that it has secured an order for about 50 tons of paraffin wax for export to Switzerland through one of the trade opportunities, which was published in **COMMERCE REPORTS**.

The firm states that it has received valuable information from **COMMERCE REPORTS**, and that it has made trade connections which it is confident will lead to large business in the future.

MANY VESSELS BUILDING IN UNITED STATES.

Returns filed with the Bureau of Navigation, Department of Commerce, show that at the beginning of the current fiscal year, July 1, 1915, the shipyards of the United States had under construction or under contract 65 steel merchant vessels of 298,426 gross tons, the largest amount of work at the corresponding time since July 1, 1907, when 134 steel merchant vessels of 403,473 gross tons were under construction or contract.

The steel merchant tonnage now under construction on the seaboard, however, 60 vessels of 288,701 gross tons, is greater than in any previous year, the nearest approach being 63 vessels of 273,865 tons in July, 1901.

Of the vessels now building, 21 are bulk oil carriers of 154,056 gross tons, 6 colliers of 25,475 gross tons, and 5 passenger steamers of 17,000 tons, the remainder being cargo boats.

The vessels of the United States Navy under construction or under contract, excluding submarines, number 27 of 287,382 tons displacement.

Consul General A. M. Thackara, of Paris, reports that a French presidential decree dated June 24 prolongs, until November 1, 1915, the general moratorium relating to negotiable instruments, bank deposits, and the like.

HONDURAS BUYS NEATLY PACKED SARDINES.

[Consul John A. Gamon, Puerto Cortes, June 18.]

A recent communication from one of the leading grocery importers of Puerto Cortes calls attention to a trade opportunity which awaits American sardine packers. He advises canners to produce neat packages, well packed, so as to compete with the Spanish and Portuguese goods. He states that American goods are in season nearly as cheap, but their packing is "so heavy and sloppy that they are not wanted."

Sardines in great variety are imported into this district, and while the sales are not great, they should warrant more interest among American packers. The matter of unsatisfactory packing is a fault that quite generally stands in the way of the American in extending his sales in this district. It ought to be possible to remedy this.

Quarters make up the majority of the sales of the Spanish and Portuguese sardines. The pack is 5 to 12 fish to the tin, and they are put up with both oil and tomato sauce. There are generally 100 tins to the case. The tins are packed with a small amount of sawdust and arrive in good, bright condition. Key tins are preferred, although some keyless tins come to this market.

One feature of this type of sardine packing is a light tin, stenciled in colors, to distinguish the oil from the tomato sauce.

[A list of sardine importers at Puerto Cortes may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Samples of Spanish sardines, such as are to be found in the Honduras market, may also be inspected at these offices. The red and black stenciling on the sardine boxes shows, respectively, the use of the tomato sauce and oil packing.]

THE MARKET FOR RAZORS IN CHILE.

[Commercial Attaché Verne L. Havens, Santiago.]

Eight large dealers in razors at Santiago, Chile, have been visited, and it is found that the only American razors sold are the safety variety, chiefly Gillette, Duplex, and Auto-Strop. The regular razor supply comes in normal times almost entirely from Germany and England. In 1913 8,352 dozens were imported into the country, and of this number only 1,002 dozens came from the United States.

It is found that the cheapest old-style razor is sold for \$0.80 United States currency and the most expensive for \$3.20. Safety razors command a much higher price, the minimum for a Durham Duplex being \$6.72 and for a Gillette \$7. German blades are, however, found for the latter which undersell the American product by \$0.51 a dozen, the German blades selling for \$1.18 and the American for \$1.69 a dozen. Several dealers stated that they were out of stock because of the difficulty of securing razors from Europe.

[The names of Santiago dealers in cutlery and the address of a manufacturers' agent in that city may be had from the Bureau of Foreign and Domestic Commerce or its branch offices.]

There were 22,000,000 persons enrolled in educational institutions in the United States in 1914.

PRODUCTION OF WOOD PULP IN ARGENTINA.

[Review of River Plate, June 11.]

As the result of experiments carried out by a Swedish paper expert, it has been ascertained that Argentina produces a tree in abundance which provides excellent raw material, better even in quality than that usually employed in making paper pulp in both Europe and the United States. This tree is the *Araucaria imbricata*.

With a view to confirming independently the report of the Swedish expert, the Minister of Agriculture commissioned two Government engineers to investigate and report upon the properties of the *Araucaria imbricata*. These gentlemen recently presented their report, from which it appears that in the Territory of Neuquen this tree is found over an area of more than 1,000,000 hectares (2,470,000 acres). Three and one-half average trees suffice to produce 1 ton of pulp. Where news print paper is concerned, two and one-half trees will provide 1 ton of pulp.

The average value of paper and cardboard imported into Argentina during each of the years 1909 to 1914 is given as \$5,000,000 gold [\$4,825,000 United States currency], while in the same years the wood-pulp imports varied between \$460,000 and \$960,000 gold [between \$443,900 and \$926,400 United States currency]. The principal countries of origin of these imports have been the United States, Canada, Norway, Sweden, Finland, and Germany.

The report suggests the utilization of the waters of the Neuquen River for the production of energy required by local factories which might be established to develop the industry, and gives a detailed estimate of the cost of erecting and equipping an up-to-date paper factory in the Territory. The figure is placed at \$2,230,000 m/n [\$946,850 United States currency]. We understand that a syndicate is in course of being formed to exploit the industry on the basis of a concession from the National Government of forest lands to the extent of 10,000 hectares [24,700 acres].

FISHES OF YELLOWSTONE NATIONAL PARK.

Of the many thousand persons who visit the Yellowstone National Park every year a large proportion are attracted by the superior facilities for sport fishing which exist in the various streams and lakes of the park. The maintenance of the supply of desirable game and food fishes has devolved on the Bureau of Fisheries, in close cooperation with the park authorities, and the introduction of some of the most desirable species is attributable to this agency. There has just been issued a report (Bureau of Fisheries Document 818) that will be of great value to anglers and also to those responsible for the administration of the fish-cultural and fisheries work in the park, entitled "The Fishes of the Yellowstone National Park," which lists and illustrates each of the species of fish known from park waters. An artificial key which accompanies the report, when taken in conjunction with the illustrations, will enable anglers to identify the various trouts and other fishes which they may take. The document is issued primarily for distribution within the park, but additional copies may be obtained from the Superintendent of Documents, Washington, D. C., at 5 cents per copy.

SITUATION OF RUSSIAN COTTON MARKET.

[Consul General John H. Snodgrass, Moscow, June 12; translation from the Russian press.]

Business with cotton has been slack on the Moscow market during the last few days; no considerable transactions were concluded, as the offers for the grades most in demand are limited. Minor transactions are being concluded with great circumspection on both sides, since every day brings new information on the movement of cotton shipments. The manufacturers, being convinced that a sinking of the prices is not to be expected, are much interested in first-grade Ferghana cotton, particularly to normal grade.

The spinners are informed that some dealers and banks still have unsold lots of Ferghana normal cotton on their hands, but that they do not place it on the market in spite of the price, which has recently risen to 28 rubles per pood (equivalent, at the normal exchange rate of \$0.515 to the ruble, to \$199.65 per bale of 500 pounds). The dealers, however, state that though considerable supplies of cotton are to be found at the Moscow stores only a small quantity is free for sale, the bulk of these supplies being in firm hands. The possessors expect to realize high prices later, and do not express any wish to dispose of their holdings at present. Meanwhile the manufacturers would willingly offer \$206.78 per bale on condition that the quality of the cotton corresponds to the normal standard.

It is supposed that considerable quantities of cotton already sold are still in Tashkent and Krasnovodsk, a part of which probably consists of normal first grade.

Demand for First-Grade Cotton—American Cotton Inferior.

As the weavers did not receive the material purchased in time, they are obliged to buy what material there is on hand at the Moscow stores at increased prices. The first grades are sold either for cash or for payment in June or July at the price of \$192.50 to \$196.08 per bale. These supplies are being exhausted, and at present there is a considerable demand and hardly any offers to meet it.

The great demand for normal and first-grade cotton is partly explained by the circumstance that the American cotton now being received in Russia is inferior to the Russian product. A number of manufacturers complain that the fully good middling Orleans cotton received by them consists of such short fiber, some of which is also weak, that they are forced to mix it with Ferghana cotton in order to twist it into thread; the product from Ferghana shows a long and strong fiber.

Prices—Cotton Destroyed by Fire.

Some minor transactions were concluded on first-grade cotton mixed with dust (of which there is still a considerable quantity on the market) at \$182.89 per bale, term of delivery June-July. Approximately the same price was paid for minus selected cotton. Second and third grades are in demand, but the offers are not numerous and the prices are rather high—\$128.35 to \$131.91 per bale for second grade. A great part of the Merv cotton is sold out; Ashkhabad cotton may still be bought at \$181.82 per bale; Bokhara normal cotton has brought \$133.34 per bale, term of delivery May-June; a small lot of Chardjoui cotton was sold at \$134.76 per bale. Business is slack

with Caucasian cotton; supplies of Elizavetpol cotton are almost exhausted; the last lot was sold at \$181.82 per bale.

Hardly any transactions are concluded with cotton of the future crop. The weavers are awaiting more definite information on the progress of the crop in America and Central Asia. The Moscow firms are informed that there have been heavy rains in Tashkent and Bokhara, but that this will not be of any serious influence on the general development of the early crops.

Information has been received at Moscow that the stores of the Eastern Co. at Krasnovodsk, where cotton was stored, have been destroyed by fire. It has been ascertained that about 150,000 poods (2,708 short tons) of cotton, belonging mostly to Moscow banks and manufacturers, have been burned or damaged. It is reported that part of this cotton was not insured. In connection with this information the dealers of cotton immediately increased the prices on cotton by 1.50 rubles per pood (\$10.70 per bale).

CREDIT TERMS FOR GREECE.

[Consul General Alexander W. Weddell, Athens, June 2.]

This office has received from an Athens commission firm the following letter:

We would like to make known to you the following fact, which we would ask you to be so kind as to bring to the knowledge of American manufacturers.

Some days ago we submitted an offer of round bars for concrete work. We submitted this offer as representatives of an American firm. Our price was very good, and the probabilities were we would secure this order. Our terms were payment against shipping documents in a New York bank. While discussing this transaction with our buyers a representative of another American firm came up and accepted payment one-third with the order, balance to be paid against shipping documents in an Athenian bank (port of import).

Naturally we lost our buyer, for the American firm we represented sold only against shipping documents at a New York bank, and the buyer preferred the man allowing him easier mode of payment.

Some American firms will not understand that they have to give payment facilities in order to transact business in Greece. We are afraid that American manufacturers as a rule are not very well versed in export business. We can repeat hundreds of the above cited examples. We have lost orders again and again on account of these hard terms.

If the American manufacturers want to do business with Greece, they must make payment facilities, or else when the European war ends the Europeans will reconquer in the Hellenic market their commercial superiority rightly deserved.

[The name of the Athens firm may be had from the Bureau of Foreign and Domestic Commerce or its district branches.]

BETTER FACILITIES ON PHILIPPINE TRAINS.

[J. F. Boomer, correspondent, Manila, June 2.]

The Board of Public Utilities Commissioners has handed down a decision ordering the Philippine Railway, on its Cebu lines, to install better lights in its second and third class coaches and to supply to all passengers individual drinking cups at a nominal cost. The company is also forbidden to permit more passengers than there are seats to accommodate to ride in the coaches.

AUSTRALIAN PEARL SHELL

[Commercial Attaché William C. Downs, Melbourne, June 14.]

The South Sea Islands and Australia have for many years been the chief sources of supply for mother-of-pearl shells for the manufacture of ornaments and buttons. The position occupied by Australia in this branch of the fishing industry may be seen from the following figures taken from official statistics of the Commonwealth, covering the calendar years ending December 31 and showing the number of tons and value of shell procured from the principal producing States:

States.	Tons (2,240 pounds).			Value.		
	1911	1912	1913	1911	1912	1913
Queensland	457	402	466	\$411,730	\$450,845	\$448,040
West Australia	1,189	1,596	1,469	1,108,620	2,053,235	1,472,570
Northern Territory	71	45	59	76,290	78,470	66,680
Total	1,717	2,163	2,014	1,594,640	2,582,550	1,987,240

The detailed statistics for 1914 are not yet available, but it is estimated that West Australia, the principal producing State, obtained a total of 1,336 tons. The value of the total exports for 1914 was about \$1,251,900.

Direct Connections Sought.

Inasmuch as the United States imports annually from all countries unmanufactured mother-of-pearl shell to the value of more than \$1,000,000 (\$1,411,413 in the fiscal year 1910, \$1,248,764 in 1911, \$1,666,516 in 1912, \$1,135,952 in 1913, and \$1,234,025 in 1914), this would indicate that that Republic could buy direct a larger proportion of Australia's production than it now does (amounting in the fiscal year 1910, inclusive of shipments from New Zealand, to \$420,581, in 1911 to \$569,202, in 1912 to \$751,385, in 1913 to \$348,187, and in 1914 to \$254,214) if suitable arrangements could be made.

It is the present custom of the Australian pearlers to consign most of their product to London, where it is sold at auction. Much of it then finds its way back to the United States weighted with additional expenses. The pearlers themselves believe that a more satisfactory result would be obtained by them if more direct relations were established with the dealers or consumers, and would readily enter into relations with firms in the United States to whom they could send their product on either a consignment or a purchase basis.

[The address of the secretary of the pearlers' association may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. A review of the Australian mother-of-pearl trade by Consular Agent U. W. Burke, of Fremantle, appeared in Daily Consular and Trade Reports for May 14, 1914.]

"Road Models" is a new Department of Agriculture bulletin (No. 220), which contains illustrations and descriptions of the models in miniature of roads, bridges, and culverts and of road machinery exhibited by the Office of Public Roads at expositions and fairs and on railroads. Methods of construction are discussed. The bulletin may be had for 15 cents from the Superintendent of Documents, Washington, D. C.

MOTOR-BOAT PROPELLERS FOR CHINA.

[Consul General Thomas Sammons, Shanghai, June 8.]

Much interest is being manifested in the question of supplying suitable motor-boat propellers for at least a small per cent of the many thousand of Chinese craft that navigate the harbor waters and inland canals of China.

One of the principal means of transportation has for centuries been small craft of various designs. Small boats penetrate into the interior by means of artificial canals or natural waterways and swarms of junks are seen in all of the harbors.

The attention of the American consul general at Shanghai has again been particularly directed to the possibility of utilizing small motor boats by the transportation methods recently resorted to by silk cocoon buyers in the vicinity of Hangchow. Small motor boats are being utilized in reaching far interior points, and the result seems entirely satisfactory.

At a recent meeting of the Engineering Society of China an able address was delivered by Mr. F. O. Reynolds on the general subject of internal-combustion engines, with special reference to their use in vessels in China. Although Mr. Reynolds was unable at the time to furnish this office with a copy of his address, he has now been able to supply the same in printed form, together with numerous illustrations. A copy of Mr. Reynolds's interesting and valuable report is forwarded [and may be consulted on application to the Bureau of Foreign and Domestic Commerce or its branch offices].

AUSTRALIAN SUGAR SHORTAGE.

[Clipping from Melbourne Herald for June 17, transmitted by Commercial Attaché William C. Downs.]

Arrangements have been made by the State Government to prevent a shortage of sugar occurring in Victoria between the middle of July and the end of August. It was announced authoritatively this afternoon that an agreement had been arrived at with the Colonial Sugar Refining Co. to import sufficient sugar to make up the expected deficiency in stocks until the new season's product is available.

The arrangement come to is the same as that made by the New South Wales Ministry. Steps will be taken by the Government to enable the wholesale price to be raised to £25 (\$121.66), exclusive of duty. This is £3 10s. (\$17.03) a ton more than is paid at present. If the Federal Government will not suspend the duty or agree to refund it, the price will be raised to £31 (\$150.86) a ton. If the duty is not remitted, the price of sugar may be raised 1d. (2 cents) a pound retail. If it is remitted, the increase may not amount to more than 5d. (10 cents) on 12 pounds, and if half the duty is taken off, about 4d. (1.5 cents) a pound might be added to the present rates.

[Earlier mention of Australia's short sugar supply was made in COMMERCE REPORTS for June 11 and July 10, 1915; the situation in New Zealand was briefly reviewed in the issue for July 15.]

Hawaiian pineapple canneries were in full blast in mid-July. This season's output is expected to equal the 2,400,000 cases packed last year.

POSTAL EMPLOYEES' UNIFORMS IN FOREIGN COUNTRIES.

Australia supplies, free of cost, every year, two full uniforms consisting of coat and trousers (winter and summer), to letter carriers, letter-box clearers, porters, mail drivers, and watchmen in the post-office department, traveling mail sorters and officers who board steamers for mail; and one full uniform to indoor messengers. All except the messengers also receive caps or helmets, to be renewed when required. Suitable overcoats and waterproofs are supplied to all officers wearing uniforms who are engaged in outdoor duty. In the States of Queensland, South Australia, and Western Australia letter carriers, letter-box clearers, porters, mail drivers, and watchmen receive two summer suits instead of one.

Canada supplies, free of cost, to postmen and letter-box clearers, jackets and hats every summer season, tunics and serge and cloth trousers every year; cloth tunics, overcoats or jackets, and cloth shakos every two years; waterproof overcoats and fur helmets every three years; waterproof capes every four years; leather belts and gaiters every five years; boots every six months at the utmost; fur capes and chamois waistcoats at intervals.

British India supplies uniforms free of charge to porters actually employed on postal duty at railway stations, to postmen, and to other inferior servants at post offices at important cities and centers of population.

New Zealand supplies uniforms cost free to postmen, postal messengers, and mail-cart drivers, including tunics, trousers (walking, cycling, or riding), overcoats, cycling suits, shakos and white helmets, black boots and leggings. One tunic and two pairs of trousers are expected to last for one year; shakos for two years; and white helmets for three years. Southern Rhodesia furnishes uniforms for postmen and messengers only.

Honduras provides uniforms for postmen, the only employees required to wear uniforms.

In Hungary, subordinate officers and office boys of the postal administration are supplied, cost free, with gala and ordinary uniforms, and receive a boot indemnity of \$4.06 a year. Motor drivers for the mails are similarly equipped, except that they receive boots in lieu of an indemnity. Summer blouses, winter trousers, summer cotton trousers, caps, and neckties are renewed every year; winter blouses every 18 months; overalls every 2 years; summer linen trousers every 2½ years; overcoats, waistcoats, and capes every 3 years; and gala jackets every 5 years.

NEW BAG FACTORY IN ARGENTINA.

[Consul William Dawson, Jr., Rosario, June 12.]

A stock company, "La Victoria," with a capital of \$850,000, has been formed at Rosario to manufacture jute and similar bags (bolsas de arpillera) for grain. The factory will for the present confine its operations to making up bags from fabrics purchased elsewhere. Equipment consisting of machines for sewing bags has been ordered in the United States, and the manufacture of bags will begin as soon as it is received, probably in two or three months. The president of the company is Señor Miguel Monserrat, Calle Entre Rios 540, Rosario, Argentina.

FOREIGN TRADE STATISTICS.

The imports, duties collected, and exports for the week ending July 17, 1915, at thirteen principal customs districts of the United States, were as follows:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$384	\$157	\$553,284
Massachusetts (Boston).....	1,702,701	191,916	2,087,936
New York.....	21,653,848	2,646,551	23,044,416
Philadelphia.....	1,643,073	459,533	1,788,854
Maryland (Baltimore).....	409,134	18,666	1,017,209
Virginia (Norfolk).....	78,708	38,806	1,735,000
New Orleans.....	1,713,112	137,191	1,619,850
Galveston.....	77,633	3,657	1,632,062
San Francisco.....	1,266,801	65,038	1,608,567
Washington (Seattle).....	2,177,343	16,214	720,720
Buffalo.....	778,784	9,734	1,568,456
Chicago.....	991,776	170,014	4,298
Michigan (Detroit).....	521,900	20,660	2,904,802
Total.....	32,908,191	3,778,167	40,270,553

The above figures show a favorable balance on merchandise transactions for the week ending July 17 in the 13 customs districts of \$7,362,362. The 13 districts cited handled about 90 per cent of the import and export business of the country, based on the transactions in May, 1915.

Cotton exported during the week ending July 17 amounted to 44,723 bales, making the total since August 1, 1914, approximately 8,395,316 bales.

The imports, duties collected, and exports at the principal customs districts of the United States were as follows (13 ports handling about 90 per cent of imports and exports):

Week ending—	Imports.	Duties collected.	Exports.	Excess of exports.
June 5.....	\$27,017,651	\$3,253,010	\$44,213,871	\$17,196,220
June 12.....	32,621,619	3,533,676	46,877,826	14,256,207
June 19.....	30,032,279	4,373,381	49,177,367	19,115,088
June 26.....	31,894,633	3,591,638	40,944,204	9,049,565
July 3.....	29,896,465	3,169,059	50,442,243	20,545,778
July 10.....	23,126,932	2,734,116	40,801,146	17,674,214
July 17.....	32,908,191	3,778,167	40,270,553	7,362,362

CONTINUOUS KILNS IN GERMAN POTTERIES.

In connection with his report on the German use of continuous kilns that was published in *COMMERCE REPORTS* for March 13, 1915, Consul Harry G. Seltzer, of Breslau, has forwarded a 28-page monograph on "The Introduction of 'Tunnel Ovens' in the Pottery Industry," which gives additional information. The brochure, which was written by Dr. Carl Loesser, is based on the actual experience of C. Tielsch & Co., of Altwasser in Schlesien, and will be loaned upon request by the Bureau of Foreign and Domestic Commerce or its branch offices. It is printed in the German language.

Consul Seltzer adds: "Mr. Turcke, of the Keramische Tunnelofen-Bau-Gesellschaft b. m. H., has informed me that my report has been reprinted in a trade paper in Denmark, and that his company has already received at least half a dozen inquiries from this source."

NEW AUSTRALIAN STEEL PLANT.

[Commercial Attaché William C. Downs, Melbourne, June 18; see also **COMMERCE REPORTS** for June 8 and July 1.]

The new iron and steel works of the Broken Hill Proprietary Co. (Ltd.), at Port Waratah, Newcastle, New South Wales, occupy a site of 264 acres in close proximity to the rich coal fields and limestone deposits, and have splendid harbor facilities. The entire plant, which has been installed at a cost of about \$7,000,000, consists of the most up-to-date and approved American machinery for steel making, and was erected under the management and supervision of Mr. David Baker, the well-known American steel expert, and the various processes of manufacture are in charge of American superintendents.

It is the intention of the management to limit activities for the present to the making of steel rails, it being estimated that the one blast furnace and battery of open-hearth furnaces, which working at full capacity, can supply 400 tons of steel per working day to the bloom mill and rail mill, which would be equivalent to 120,000 long tons of steel rails per annum. The total yearly requirements of Australia for steel rails are considered to be about 150,000 tons, while the total imports of iron and steel in a more or less manufactured condition were for 1913 over 400,000 tons, with a local value of about \$36,500,000, the principal items being: Pig iron, \$1,080,000; plain and sheet, corrugated, \$4,550,000; galvanized, not corrugated, \$4,900,000; steel rails and fishplates, \$6,230,000; bar, rod, and angle, \$5,730,000; iron and steel wire, \$3,110,000; pipes and tubes, \$4,230,000.

Contracts Already in Hand.

The present equipment does not provide for the production of rods, sheets, structural steel, or wire, but the plant is so laid out that the capacity of the rolling mills can be quadrupled by the addition of other blast furnaces without impairing in any way the economical handling of materials.

The company already has in hand contracts to supply the Federal Government with 30,000 tons of rails (about 250 miles), and the New South Wales Government has ordered 750 tons weekly for 12 months. A smaller plant, belonging to G. & C. Hoskins, exists at Lithgow, New South Wales, which at the present time has in hand contracts for 400 tons weekly for 12 months.

Although this new enterprise will seriously affect the sale of American steel rails to Australia, which in recent years has amounted to about \$5,000,000 per annum, it is gratifying that after a careful study of the largest steel plants in Europe and the United States American equipment was selected as the best and most efficient. It also assures American manufacturers of such equipment that further business will follow when the plant is enlarged.

[An elaborate souvenir booklet, issued by the steel company on the occasion of the formal opening of its plant, has been forwarded by Commercial Attaché Downs. This booklet, which is illustrated with actual photographs, may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

SMALL DEMAND FOR ELECTRICAL GOODS IN CURACAO.

[Consul H. C. von Struve, Curacao, Dutch West Indies, June 26.]

There is in Curaçao but one small electric plant, and this is operated only at night, the current being used for a limited number of street lamps and for lighting residences. No use whatever is made of the current for driving motors, nor are there any local industries in which electricity could be profitably employed for power.

The electric-light enterprise is privately owned, doing business under the name of the Curaçao Electric Light Co. It is the only concern in town that sells electric supplies, and these only in small quantities. Its machinery is all American, and preference is given by the firm to American goods, though the lamps heretofore used have been of German make, owing to their low cost.

[American consular officers in various foreign countries have submitted exhaustive reports on hydroelectric development and the outlook for augmented sales of electrical materials and supplies in their respective districts. As announced in previous issues of **COMMERCE REPORTS**, the Bureau of Foreign and Domestic Commerce has arranged to place these reports in manuscript form in the industrial centers of the United States, where they may be inspected by manufacturers and exporters. Additional reports have been received from consular officers since the first announcement was made, and these (known as Hydroelectric Series No. 2) will be made available to interested American firms in the same manner as the earlier reports.]

AGRICULTURAL PROGRESS IN SOUTHERN ANGOLA.

[Vice Consul Harry A. McBride, Boma, Belgian Kongo, May 28.]

The Benguella Railway, from the port of Lobito into the interior of Angola (or Portuguese West Africa) has had great effect on the development of the Benguella Plateau. Small and large plantations are being taken up all along the line, and during the last 10 months of 1914 no fewer than 56,000 bags of cereals were brought down to Lobito for shipment to European and other ports.

This activity in agricultural progress is very important to the colony, coming so soon after the severe rubber crisis of 1913-14. It shows that attention has been turned from rubber gathering and shipping to farming, which is really more important to the colony itself. Not only have the shipments of cereals exceeded expectations, but quantities of hides and also certain amounts of rubber and wax have been exported. In addition to the above a considerable number of cattle is now being sent to San Thome.

There is still a great demand on the plateau for land for farming purposes, and once the rubber trade brightens, together with the present boom, which will probably become greater after the European war is terminated, the prospects of the Benguella District, both for the railway and the general community, are bright.

During the first two months of its operation, the Argentine Post Office Savings Bank issued 17,133 pass books, representing deposits to a total value of \$121,040 United States currency, or \$7 per depositor.

FANCY WINDOWS IN ARGENTINA.

[Consul William Dawson, jr., Rosario, June 15.]

So far as this consulate can learn, there is only one concern of any importance at Rosario taking orders for fancy windows. This firm [whose address may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices] is independent and imports raw materials direct from abroad. It designs windows, etc., of colored glass and also painted windows, which it executes in its own shops. It is said that a few European manufacturers of stained-glass windows are represented at Buenos Aires, and such representatives would probably compete for any important work at Rosario. It does not appear that foreign manufacturers are represented at Rosario.

Fancy doors and windows are used to a considerable extent here in private houses. These are generally made up of colored glass and are simple in design, although occasionally larger contracts are let for clubs and similar buildings. In such cases builders prefer to deal with a local firm on account of the delay experienced in securing designs and estimates, as well as the danger of breakage and slight deviations from specifications which it would be hard to remedy locally.

Foreign Firms Might Compete for Church Work.

The firm referred to points out, however, that there might be an opening here for church windows. In the first place, such windows could be introduced free of duty. Furthermore, the lack of expert artisans makes the composition of such high-grade work expensive and difficult in this country.

For simple work the price is generally calculated at so much per square meter. Where work includes figures, a contract price is agreed upon. Protection glass is generally used. Recognized terms of credit at Rosario are 90 days from arrival of goods. My experience is that many strong firms, in dealing with the United States, are ready to pay cash on receipt of goods, but they object as a rule to making payment in advance, especially in dealing with new houses.

SOCIETY TO PROMOTE HOME INDUSTRIES.

[Consul General Thomas Sammons, Shanghai, China, June 2.]

The Chinese business men of Hangchow, in the Shanghai district, have organized the United Association for Advancing the Nation to Use Native Goods. At the initial meeting of this body five reasons were given why it should become active: (1) Political economy; (2) national recognition; (3) livelihood; (4) prosperity of arts and crafts; and (5) advance of skilled labor.

Six means of advancing the usefulness of the association were pointed out: (1) Enlist the sympathies of all schools and colleges throughout the country; (2) print short notices in the daily press; (3) employ men to go around and give public addresses to the people; (4) distribute handbills giving names and short descriptions of native goods; (5) keep in touch by letter and otherwise with the chamber of commerce and dealers in foreign goods; and (6) call upon the nation to use native goods.

MOVEMENT OF AMERICAN AGENCIES TO COPENHAGEN.

[Consul General E. D. Winslow, Copenhagen, Denmark, June 21.]

The past month has witnessed a great exodus of American citizens from the belligerent countries of northern Europe to this city. These citizens of the United States are mostly business men who have been representing American concerns abroad and are now finding it impossible to do business at the large centers of Germany and Austria, where they were formerly located. Many large concerns in America operated factories and employed large forces of men in Germany.

Copenhagen, with its free port, presents the best possible advantages, and about the same opportunities await the active business man at this point as formerly existed in Germany. I have spoken with nearly all the new American arrivals and they seem pleased with the prospects. They have opened offices and many are negotiating for warehouse accommodations or have already obtained them. The embargo situation is a great hindrance to through traffic, embracing as it does such a wide line of articles, but the Americans feel that with the close of the war they will have their merchandise right at the threshold of a big market.

The handling of merchandise is easy here, storage rates are reasonable, and banking facilities are modern.

PRIZES FOR RUBBER FACTORY PLANS.

It is announced at Rotterdam that the Council of the International Association for Rubber Cultivation in the Netherlands East Indies offers an international competition for (1) a plan for a complete rubber estate factory principally for making "crepe," and (2) a plan for a complete rubber estate factory principally for making "smoked sheet." Both plans are to be drawn in such a way that at first the capacity of the factory will amount to 100,000 kilos (220,460 pounds) of dry rubber per annum, which by three extensions can be increased to 250,000 kilos (551,156 pounds). The projects should be accompanied by a detailed description of the factory and of the way in which the competitor considers the product should be treated, and also of the necessary machinery. Projects may be made in English, and should be sent in before March 1, 1916, either to the office of the Association, 13, Kneuterdyk, The Hague, Netherlands, or to the office of the "Algemeene Vereeniging van Rubberplanters ter Oostkust van Sumatra" at Medan (Deli), Dutch East Indies.

For the best project a prize of 1,500 florins (\$603) is offered, and a prize of 500 florins (\$201) will be given for the second best project.

LOW PRICES FOR OILS IN HAWAII.

As the Hawaiian Islands use 4,000,000 gallons of gasoline, the Honolulu Star-Bulletin says that the present "oil war" of three companies will save the purchasers about \$700,000 annually. It says that "two years ago, before the two independent companies began handling gasoline, it sold at 35 cents a gallon; now it is 13 cents; the municipality is offered it at 11½ cents." Fuel oil is rapidly coming into favor in the islands, and the lowest tender just made to the city of Honolulu is 97 cents per barrel; case petroleum was offered at 17½ cents per gallon, and petroleum in barrels, 10½ cents; distillate was offered at \$0.0795 per gallon.

BRAZIL USING MORE FOREIGN FLAVORS IN BEVERAGES.

[Consul General Alfred L. M. Gottschalk, Rio de Janeiro, May 21.]

The ample production of fresh fruits and the comparative high cost of the foreign article are the principal reasons for a comparatively small, but probably increasing, demand in Rio de Janeiro for flavors and extracts used here in the manufacture of nonalcoholic beverages. The most popular beverages in this class, usually made from fresh fruit at the time of serving, are oranges, lemons, and caju (cashew, *Anacardium occidentale*).

Importations of Flavored Sirups and Cordials.

From statistics showing the importations of flavored sirups and cordials into Brazil, no accurate estimate can be formed of the share which flavorings form in these amounts, as the importations of the cordials constitute the major part by far. These figures are:

Countries of origin.	1913	1914	Countries of origin.	1913	1914
Germany	\$2,565	\$1,316	Spain	\$15,303	\$5,016
United States	200	459	All other	13,925	5,504
Austria-Hungary	3,967	2,064			
France	78,576	36,391	Total	114,536	50,750

Before the outbreak of the European war, Germany and France were practically alone in sales of flavorings to Brazil, and during the past eight months the trade has remained with France. The flavoring extracts imported are gooseberry, cherry, grenadine or pomegranate, and strawberry. One quart of the imported concentrate is said to make 100 quarts of the flavoring employed in the preparation of the beverages. The concentrate is usually packed in bottles of 1 liter (1 liter=1.05668 quarts). These are in turn packed in wooden cases containing 24 bottles. The product retails here at from 15 to 20 milreis (\$3.75 to \$5 at the present rate of exchange) per bottle, and the flavor, after it has been reduced in strength locally and rebottled in 1-liter bottles, retails from 1 milreis 500 reis to 2 milreis (38 cents to 50 cents) per bottle.

Five factories are operating on a small scale in Rio de Janeiro in the manufacture of flavors and cordials. Flavors that they make from native fruits are lemon, orange, tamarind, cashew, and pineapple. They also import the concentrates mentioned in this report, and reduce and rebottle them for sale to local bars, coffeehouses, and similar establishments.

Opportunities for American Flavors.

Although the demand for foreign flavorings is limited here, there appears to be an opportunity to replace some products furnished previous to the war and to compete with others which now hold the market. The easiest way for American manufacturers to direct the attention of local buyers to these products would be to address the local factories and bottlers. [The names and addresses of these manufacturers of flavors and reducers of foreign concentrated flavors in Rio de Janeiro may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

It is believed that in spite of the popularity and abundance of native fruit extracts, American flavors would find favor here if properly introduced and advertised, as has been done successfully, for instance, with certain brands of American grape juice.

PHILIPPINE LUMBER FOR CHINA.

[J. F. Boomer, correspondent, Manila, May 28.]

The Director of the Bureau of Forestry, who has recently returned from a trip to China in the interests of Philippine lumber, reports that there is a market in China for all the lumber produced in the islands if the proper connections can be made between the producer and consumer. The Chinese dealers want a guarantee of a constant supply. They are not willing to accept one consignment, but demand that they be assured of continuous supply, even though it be small. An American formerly in the service of the Philippine Government, now in business in Shanghai, reports that there is a demand there for Philippine lumber, but there is not a constant supply, and the purchaser is never sure of getting enough of the same class to complete his particular job.

APPLE CROP PROSPECTS IN ONTARIO.

[Consul Julius D. Dreher, Toronto, Canada, July 7.]

An official fruit crop report states that the apple crop of Ontario will be much less than last year. Reports from the western part of the Province are uniformly unfavorable, and even in the orchards east of Toronto, on Lake Ontario, the crop does not now promise to be equal to that of 1914. In Norfolk County, and in the district between Toronto and Niagara Falls, the crop is estimated at one-half that of last year. In the Toronto-Hamilton section the commercial crop promises to be about 60 per cent, while in Prince Edward County and north of Lake Ontario the crop may be 75 per cent. Of the total apple crop of Canada in the last census year (1910), amounting to 10,618,666 bushels, Ontario produced 6,459,151 bushels, or almost 61 per cent.

PUBLICATIONS OF THE DEPARTMENT OF COMMERCE.

"List of Publications of the Department of Commerce Available for Distribution" is the title of a pamphlet issued about twice a year by the Division of Publications of the department for free distribution. The list contains the titles of all available publications of the department, full instructions as to how they may be obtained, and condensed information concerning the scope of the publication work of the department.

There is also issued monthly by the division a list of the publications becoming available during the month for distribution.

Persons desiring to receive these pamphlets regularly may have their names placed on the mailing list by applying to the Chief Division of Publications, Department of Commerce, Washington, D. C.

Railways: Twenty-sixth annual report on statistics of railways in the United States, year ended June 30, 1913, Interstate Commerce Commission, statistical tables covering receiverships, mileage, classification, equipment, employees, etc. Cloth copies for sale at \$1 by the Superintendent of Documents, Washington, D. C.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Metal lacquer, No. 17572.—A business man in South America desires to receive quotations and samples of metal lacquer for bottle covers. Communications may be addressed to a representative in Washington.

Match splints, No. 17573.—A firm in Canada writes the Department of Commerce that it desires to be placed in communication with manufacturers of matches who are in a position to supply square match splints made of pine or basswood.

Metal, No. 17574.—The Bureau of Foreign and Domestic Commerce is in receipt of a communication from a foreign consular officer in New York City stating that he desires to communicate with American manufacturers of a metal compound similar to the sample which may be examined at the bureau or its branch offices. The metal is used in the East Indies in the packing of tea. The material must be tough and must not be colored. It should be of a thickness of $\frac{1}{16}$ of a millimeter. A sketch illustrating systems of packing may be examined at the Bureau or its branch offices.

Kinematographs, No. 17575.—The Department of Commerce is in receipt of a letter from a business man in Chile, who asks for the names of American manufacturers of small high-class kinematograph projecting machines for home use.

Nuts and dry fruits, No. 17576.—A Spanish exporter of hazelnuts, almonds in shell and shelled, and dry fruits desires to communicate with American importers of these commodities. Correspondence should be conducted in Spanish. References are given. The address of a New York City agent is also given.

Machinery, No. 17577.—An American consular officer in the Far East reports that a business man in his district desires to receive catalogues with prices c. l. f. destination of a stone crushing and washing machine suitable for making ocher from stony and soft ground; also for motor power to run such plant. The machinery is to have a capacity of from 900 to 1,100 pounds per hour. Correspondence should be in Spanish.

Ocher, No. 17578.—An American consular officer in Siberia transmits the names and addresses of two firms in his district, which are interested in the importation of ocher.

General agency, No. 17579.—An American consular officer in Italy reports that a commercial banking firm in his district desires to receive the names and addresses of American firms which are interested in Italian markets. It is the purpose of the banking house to promote the general interchange of commodities of Italy and the United States. A list of the directors of the banking firm may be seen at the Bureau of Foreign and Domestic Commerce or its branch offices.

Hardware, shoemakers' supplies, etc., No. 17580.—The Department of Commerce is in receipt of a letter from a business man in Greece stating that he desires to represent American manufacturers and exporters of screws for wood and metal, general supplies for shoemakers, iron wire, sheet iron, pig lead, hinge plates, leather for boots and shoes, tin or nickel plated knives and forks. Samples and full information should be sent at once. Quotations should be made c. l. f. Piræus.

Gold-lined paper, No. 17581.—An American consular officer in England reports that an old-established firm of Government contractors and general printers in his district desires to receive samples of gold-lined paper similar to the sample which may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices. Quotations should be made c. l. f. destination. Reference is given.

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CONSULAR TRADE CONFERENCES.

Consul Henry S. Culver, of St. John, New Brunswick, will be on leave of absence in the United States until about August 2. His address is Vineland, N. J. By addressing him there trade conferences can be arranged to take place at the New Bingham Hotel, Philadelphia, Pa.

Consul J. E. Jones, of Lyon, France, reports that he started on June 26 on leave of absence for 60 days in the United States. His address will be "Dr. J. E. Jones, care of Mr. T. E. Ogram, Thirteenth and Pennsylvania Avenue, Northwest, Washington, D. C."

Consul Robert Frazer, jr., of Bahia, Brazil, expects to arrive in the United States on a short leave of absence. His address soon after August 1, 1915, will be care of Consular Bureau, Department of State.

MOTOR-PLOW CONTEST IN SCOTLAND.

[Cablegram from Consul Rufus Fleming, Edinburgh, Scotland, July 17.]

Motor plow tests here early in October. Advise manufacturers. Address Highland Agricultural Society, Edinburgh, Scotland.

[NOTE: An account of a recent motor-plow demonstration in Scotland appeared in COMMERCE REPORTS for June 8, 1915, and of mechanical potato-planting trials in the issue for April 10, 1915; present trade conditions for agricultural machinery generally were described in the issue for July 6, 1915.]

CORRECTION.

The first sentence of the article entitled "Currency Depreciation and the Brazilian Tariff," which appeared in COMMERCE REPORTS July 15, 1915 (p. 250), should read as follows: "All Brazilian duties are now payable 65 per cent in paper milreis (the depreciated currency of the country) and 35 per cent on a gold basis at the fixed rate of 27 pence (54.75 cents) to the milreis."

CHINESE COTTON GOODS TRADE IN 1914.

[Commercial Agent Ralph M. Odell, Shanghai, June 12 and 15.]

The total net imports of cotton manufactures into China during 1914 amounted in value to 178,259,045 haikwan taels (\$119,433,560), as compared with 182,419,023 haikwan taels (\$133,165,887) in 1913. These figures are obtained from the Report on the Foreign Trade of China and Abstract of Statistics, which has just been published by the Chinese Maritime Customs. As an indication of the ability of Chinese merchants to withstand adverse conditions, it should be stated that, in spite of the European war and its effect on trade, the value of the imports, in haikwan taels and in gold, exceeded those of any other year except 1913 since 1905-6, when the cotton-goods trade reached an abnormally high level owing to the Russo-Japanese war and the extraordinary demand for cloth that accompanied it.

The total net imports of all kinds of goods into China in 1914 amounted in value to 557,109,048 haikwan taels; the purchases of cotton manufacturers, therefore, constituted approximately 32 per cent of the total foreign imports into the country. In his report on the trade the Statistical Secretary of the Maritime Customs states that, assuming a population of 400,000,000, the Chinese in 1914 purchased foreign goods to the value of 93 cents per head, of which about 30 cents was spent on cotton goods. [Details of China's cotton-goods imports will appear in the annual review of China's foreign trade, soon to be published as a supplement to COMMERCE REPORTS.]

Exchange Affects Value of Imports—Japanese Competition.

It will be noted that notwithstanding the European war, the deprecations of brigands (which practically paralyzed trade in some of the central Provinces during the first part of the year), and the generally unfavorable market conditions that resulted from the loss of several important outlets for Chinese products, the tael value of the imports of cotton piece goods was slightly greater in 1914 than in 1913. The gold value, however, was less, being \$80,214,038 in 1913 and \$74,482,707 in 1914. This was due to the fact that the value of the haikwan tael was only \$0.67 in 1914, as compared with \$0.73 in 1913. A still greater decline took place in the gold value of imported cotton yarn and thread, which fell from \$52,951,849 in 1913 to \$44,950,853 in 1914.

The most significant fact regarding the trade in 1914 was the continued increase in the imports of Japanese piece goods and the decline in the imports of American goods. For example, 4,499,433 pieces of Japanese gray sheetings were imported during 1914, as compared with 3,397,362 pieces in 1913, an increase of 30 per cent. Similarly, the imports of Japanese gray drills rose from 1,677,111 to 2,190,155, while the imports of American drills fell from 525,291 to 145,719 pieces. Japanese manufacturers also made notable advances in jeans, gray shirtings, and the goods classified in the statistics as "Japanese cotton cloth," which is a general term that includes a variety of narrow gray and colored fabrics made in imitation of the goods woven on hand looms in China. The Japanese have been very successful in this line of goods, and the trade is steadily increasing.

Production of Noncompeting Lines.

The statistics of the trade in 1914 very forcibly confirm the statement that has frequently been reiterated in the reports of consular

officers and commercial agents, viz., that the imports of Japanese gray sheetings and drills into China are increasing so rapidly at the expense of similar goods from the United States that the American share in the cotton goods trade—which has hitherto been largely confined to the two lines mentioned—is growing smaller year by year. This fact and the increasing competition of sheetings and drills woven in Chinese cotton mills make it imperative that American cotton manufacturers turn their attention to the production of other lines of goods, particularly gray and white shirtings, prints, and cotton italians—in which the Japanese do not compete but which are supplied in large quantities by England—if they desire to participate in the vast cotton-goods trade in this large and important market.

The following remarks of the Statistical Secretary with reference to the trade in 1914 are interesting:

The year was a bad one for this [cotton goods] trade and commenced with prices that were below the cost of replacement, but a fairly high exchange made importers hopeful of improvement in conditions. Unfortunately, stocks were heavy in the hands of importers and dealers, and both parties were anxious to deplete their holdings. Although the demand in the interior was good, the restriction of credit by the Chinese banks placed great difficulties in the way of dealers, who were, moreover, unwilling to order fresh goods until they had disposed of their stock. The consequence was a complete deadlock. With the approach of the Chinese New Year, however, the demand became so imperative that the Chinese banks began to grant more extended facilities and a very brisk business set in that lasted until May. Then a lull commenced. The Chinese dealers would not offer higher prices for future importations while there were plentiful stocks available for their immediate requirements, and importers were unwilling to part with their goods at current prices and hoped that a favorable turn in exchange would assist them out of their difficulties. Then came the war, which depressed exchange and, rather fortunately for the holders of stocks, kept back supplies, the remainder of the year being characterized by a hand-to-mouth trade. There was considerable development in the local cotton industry, almost all the mills having largely added to the number of their spindles, and there can be no doubt that both yarn and cotton piece goods will, in the future, feel more and more the competition of Chinese manufactures.

Reduced Freight Rates.

At the instance of the Japanese and Chosen (Korean) Railways a reduction of freight of 30 per cent on 11 kinds of through cargo carried by the Antung-Mukden line, including cotton-piece goods and yarn, was inaugurated by the South Manchurian Railway on May 1. A similar reduction in favor of steamer-borne cargo was extended to the same goods when carried by the Darien-Mukden and Newchwang-Mukden lines. Leading Japanese exporters of cotton goods to Manchuria have organized a Japanese Cotton Exporters' Association, the declared object of the association being to enhance the reputation of Japanese cotton goods in Manchurian markets by stopping the export of goods of inferior quality and to maintain standard prices. These factors, combined with the agreement of May 29, 1913, under which dutiable goods imported into Manchuria from or through Chosen, and exported from Manchuria to or through Chosen, by rail via Antung are allowed a rebate of one-third of the tariff duty, have had a marked influence in encouraging the trade in Japanese cotton goods at the expense of British and American manufacturers.

The important effect of the reduction in freight rates and the tariff on goods shipped via Antung is indicated by the fact that during 1914 the direct imports of all kinds of goods at Antung amounted in value to 12,853,229 haikwan taels, as compared with 6,226,536 haikwan taels in 1913.

The Situation at Shanghai.

There are as yet no signs of improvement in the depressed condition of the cotton-goods trade in China, which has continued for

almost a year. The imports have shrunk to less than half the usual amount, and the movement of stocks in the country is very slow. The deliveries from stocks, however, have greatly exceeded the imports, and this fact alone has a natural tendency to give a more healthy tone to the market.

The following table shows the imports and deliveries of gray and white piece goods at Shanghai during the period January 1 to June 10 in 1914 and 1915 and the stocks on hand on June 10 in these two years:

Articles.	Imports Jan. 1 to June 10.		Deliveries Jan. 1 to June 10.		Stocks on hand June 10.	
	1914	1915	1914	1915	1914	1915
Gray shirtings:	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Pieces.</i>
European.....	1,595,305	738,281	1,408,765	1,408,765	1,480,591	729,390
American.....			19,125	10,005	213,295	235,075
Japanese.....	13,338	18,630	11,048	32,570	6,020	12,300
T cloths:						
32 inch.....	99,640	25,570	137,675	94,419	166,431	78,398
36 inch.....	17,932	6,940	12,400	8,340	29,542	37,277
Indian, 32-inch and 36-inch...	400		1,780	810	(a)	(a)
Japanese.....	35,426	27,517	12,030	14,530	33,296	16,887
Drills:						
English and Indian.....	9,373	2,690	10,861	7,547	27,289	18,207
Dutch.....			620	340	(a)	(a)
American.....	33,780		86,455	47,505	242,370	159,515
Japanese.....	83,051	29,937	68,190	30,230	17,241	11,187
Jeans:						
English and Indian and						
Dutch.....	687,074	332,351	342,441	240,320	553,703	485,065
American.....	10,000		5,380	4,670	4,820	(a)
Japanese.....		30,840		24,680		18,870
Sheetings:						
English and Indian.....	106,960	7,340	51,910	63,081	223,046	156,430
American.....	274,860	43,880	485,275	277,540	267,665	250,325
Japanese.....	24,800	45,020	38,230	50,600		3,240
White shirtings:						
European.....	1,651,033	090,100	1,649,600	1,639,005	1,712,502	585,303
Japanese.....	16,172	16,102	14,740	18,690	2,482	(a)

^a Figures not available.

From this table it will be seen that England, Japan, and the United States have all suffered a considerable loss in trade. Preliminary figures show that England shipped to China during the nine months, August, 1914, to April, 1915, only 180,200,000 yards of all kinds of piece goods, or a monthly average of 20,000,000 yards, against 44,300,000, the monthly average for the past 10 years, or 45 per cent of the normal trade.

Press Comments on Market.

According to the Maritime Customs' daily returns not a single piece of American drills has been imported into Shanghai since January 1, 1915. During the same period only 43,880 pieces of American sheetings have been imported as compared with 274,860 pieces in the corresponding period in 1914. The firm of Noel, Murray & Co. makes the following comment on the situation in its weekly piece-goods circular dated June 10, 1915:

Apart from the large quantities offered and sold at the auctions we can not learn of any activity in the market, and there seems to be only one thing to do—wait patiently for the passing of the Dragon Festival and the quarterly settlement that takes place prior to the holding of the feast. Already we hear that more than one dealer has decided not to face the ordeal and has done the disappearing act, leaving the importers with the goods and whatever margins they have been fortunate enough to collect. It is reported that business in Szechwan is curtailed. First it was because everybody was gathering in the

crops, and now it is said the rivers are much swollen and cargo can not be moved by the coming down of the snow waters, as usual at the beginning of the season.

The number of pieces of cotton goods sold at auction in Shanghai during the current week (131,042 pieces as compared with 117,104 pieces during the preceding week) was unusually large, but this was probably due to the fact that no important auctions will be held during the coming week.

A More Optimistic View.

Basing his conclusions on the large sales at auction the financial editor of the North China Daily News takes a more sanguine view of the situation than that given above. In writing of the cotton-goods trade, he says:

The market during the week has been very strong, and practically all classes of goods have been in demand, the Yangtze River ports being the biggest buyers. Although the deliveries up to date for the year are not so great as for the corresponding period of last year, caused no doubt by the slackness during the earlier months, the present demand (which seems likely to continue) will in a very short time make up for any deficiency and surpass deliveries for last year.

At the Yuenfong (Maitland & Co.) auction 1,800 packages were greedily snapped up, black goods being in big demand at an average of three-quarters of a mace [about 4 cents] per piece higher than last week, gray goods were 3 candareens [about 1.6 cents] higher, and white shirtings 2 candareens [about 1.1 cents]. The demand for the Yangtze ports was greatest, with Hankow in the lead. The Tientsin demand has improved, evidently recovering from the slump that has prevailed there for the past few months. Shantung is also better; though all goods so far are going up by rail, it is expected that steamers will be going there regularly by the end of the month.

Declining American Trade—Change in Goods Supplied Necessary.

With regard to American goods it appears that they are in less demand than they have ever been in the history of the trade. According to American statistics exports of cotton cloth from the United States to China during the eight months ending in February, 1915, amounted to only 10,971,823 yards, valued at \$826,397, as compared with 68,212,358 yards, valued at \$4,640,327, in the corresponding period of the preceding fiscal year. It is no doubt true that the European war and unsettled conditions in China have been important factors in the decline in American trade; but according to the Chinese Maritime Customs Returns, which have just been issued, the imports of Japanese sheetings and drills in the calendar year 1914 were over 1,500,000 pieces greater than in 1913.

These figures serve to add force to the statements which have been made in previous reports, that Japanese competition is rapidly driving American gray sheetings and drills—to which lines the trade in the past has been very largely confined—off the market; and that if American manufacturers expect to secure a share of the cotton-goods trade of China it is imperative that they turn to other classes of fabrics, particularly gray and white shirtings, in which lines Japan does not compete and which are largely supplied by England. A detailed description of these and many other goods consumed in China, with a large number of samples, will shortly be forwarded.

[These further reports will be published in separate form and the samples will be made available for the inspection of American concerns interested. Earlier reviews of the cotton-goods situation at Shanghai by Commercial Agent Odell appeared in **COMMERCE REPORTS** for Jan. 4 and Feb. 23, 1915.]

ASPHALT AND PETROLEUM IN PHILIPPINES.

[J. F. Boomer, correspondent, Manila, June 10.]

The deposits of asphalt in Leyte, which have been reported [and noted in Daily Consular and Trade Reports for Dec. 9, 1914] from time to time during the past year, have recently been examined by the division of mines of the Philippine Bureau of Science, and the following statement sets forth the principal results of the examination.

It will be recalled that asphalt was first reported from Leyte a little more than a year ago, having been discovered by a Filipino ranger employed by the Bureau of Forestry. The original discovery was made near the head of the Butason River in a region about 6 miles from the barrio of Campocpoc on the northwestern coast of the island.

The outstanding feature of the recent official examination is the discovery of a large deposit of bituminous limestone, or, as it is more commonly called, rock asphalt, near the town of Villaba and at a point very much closer to the seacoast than the original discovery. At the beginning of this year prospectors learned that unimportant quantities of semiliquid asphalt were seeping from small holes in the wall of a canyon near Villaba, but they believed the occurrence to be of little value because of the small quantity of the material found. The fact that the whole rock face was impregnated with asphalt was not detected previous to the official investigation. Although the deposit has not been explored by artificial openings it is well exposed by the deep canyon and there is little question that the quantity of material present is to be measured in thousands of tons. The upper 20 feet of the rock asphalt, which occurs in thick beds, is a bituminous, sandy limestone, while an equal thickness at the base is bituminous sandstone.

Area of Deposits—Presence of Petroleum.

Other important discoveries made by prospectors themselves have revealed deposits of greater extent than the original discovery, which consists of only a small pocket. Taking into consideration the first findings and the results of the subsequent prospecting, outcrops of various grades of asphalt, including solid, viscous, and liquid types, together with seeps of the petroleum, from which the asphalt has been derived, are known to occur over an area about 12 miles long. The more important discoveries, however, are limited to an area about 8 miles long.

Perhaps the greatest importance of the Leyte asphalts is their significance as to the presence of petroleum in the rocks from which they escape. It is unquestioned that asphalts originate from petroleum through the loss of the more volatile oils and the concentration of the heavier residual matter. Thus it is that the finding of asphalt in Leyte makes certain the former presence of petroleum in the adjacent rocks. This is important not only in connection with the Leyte region, but also because it bears upon the petroleum field of Bondoc Peninsula, Tayabas Province. Those who have been interested in petroleum in the Philippines will recall that the report on the Bondoc petroleum field, issued by the Bureau of Science some time ago, stated that there was no question as to the existence of petroleum in Tayabas,

but that there was a question as to the quantity of petroleum present and a further question as to whether conditions were such that the petroleum would flow readily from wells in case wells were drilled.

The examination of the Tayabas petroleum field and the recent examination of the asphalt deposits in Leyte have been made by the same man, and it develops that the rock series in the two regions are identical; that is to say, the one field may be considered as a detached portion of the other. In Tayabas the petroleum was found to come from the upper part of a series of thin-bedded shales called, for convenience, tuff-sandstone, and this, in turn, by calcareous sandstone and limestone. In Leyte exactly the same rocks are found, the Vigo shales at the base of the series overlain by a tuff-sandstone, calcareous sandstone, and limestone.

Difference in the Fields—Possible Flow.

There is one point of difference in the two fields, however. In Tayabas petroleum was actually found only in the upper members of the Vigo shales, although, to be sure, its presence was suspected at other horizons. In Leyte petroleum or asphalt which has resulted from the dissipation of petroleum is found at several horizons from the base to the upper part of the Vigo shales, in the overlying tuff-sandstone, and, finally, in the calcareous sandstone and limestone at the top of the rock series. Moreover, the quantity of asphalt and bituminous limestone in Leyte is large enough to make it certain that the quantity of petroleum originally present in the formations must also have been of commercially important proportions. From this it may be deduced with a considerable degree of probability that the quantity of petroleum in Tayabas is likewise important.

There remains, however, an uncertainty as to whether or not petroleum can be obtained in commercial quantities in either field by the common method of drilling wells into the rocks. Both in Tayabas and in Leyte the oil-bearing rocks are extremely fine grained, and it is not at all certain that the petroleum moves freely enough in these fine-grained rocks to flow readily into wells. Because of this, it was anticipated in the case of the Tayabas field that individual wells would be small producers and would probably not flow of their own accord, but would require pumping. The same condition holds in Leyte.

Cause of the Formation—A Light Oil.

The question will at once be asked, How it is that the large quantities of petroleum necessary for the accumulation of the various asphalt deposits of Leyte could have been driven to the surface unless there is an equally strong probability of obtaining large quantities of petroleum by drilling wells into the same rocks?

The answer as revealed by the examination just made is that the petroleum which gave rise to the asphalt deposits was forced out of the containing rocks by the subsequent intrusion into these rocks of numerous bodies of molten or semimolten igneous rock. The petroleum-bearing rocks in Leyte are cut through at many places by small bodies of igneous rocks, and it is conceived that these intrusions in their original heated conditions distilled the petroleum from the shale and drove it to the surface along fractures and bedding planes. Obviously the mere penetration of the petroleum-bearing

rocks by wells would be a less efficient method of removing the petroleum than nature has employed.

The Tayabas oil is an extremely light oil with a high percentage of gasoline. The appearance of representative samples of the Leyte petroleum taken by the geologist during the recent examination indicates that it is also a light oil, although it will probably be found to be somewhat heavier than the Tayabas oil. The fact that both oils have a paraffin base and come from the same rocks makes it certain that they are related in origin.

Drilling Prospects—Large Capital Necessary.

It is inevitable in the light of the foregoing statements that the matter of drilling for petroleum in Leyte should receive attention. In this connection, it is impossible from the data so far obtained to draw conclusions as definitely as is desirable. More work must be done before it is possible to say whether the chances of obtaining petroleum in commercial quantities in Leyte justify drilling, and a great deal more work must be done before it will be possible to indicate the proper locations for exploratory wells. The fact that the oil-bearing rocks have been broken through by later intrusives makes the question a complex one. Similar conditions obtain in Mexico, where there has recently been developed one of the most important petroleum fields in the world. There, many wells have been drilled adjacent to petroleum seeps which occur at the contact of the intrusion with the sedimentary rocks. The proper location of the Mexican wells is, therefore, a simple matter.

In contrast with the results of exploration in the Mexican field, however, there are numerous other regions where asphalt occurs as it does in Leyte, but where all attempts to obtain the petroleum from which the asphalt is derived have failed.

It is a foregone conclusion that the proper exploration of the Leyte petroleum deposits, if it be advisable at all, will be an expensive undertaking. It is highly probable that a series of wells would have to be drilled before the true character of the formations could be ascertained with sufficient exactness to insure any degree of certainty of success in the location of new wells, and the ultimate failure of all attempts is a possibility to be kept in mind. The enterprise is one, therefore, which calls for backing by large capital.

Paving Material.

Even though no petroleum is obtained in Leyte, some of the deposits of asphalts are in themselves of possible commercial importance. In the first place, it may be possible to use the rock asphalt at Villaba as a paving material. Chemical analyses now being made will throw more light on this possibility, but the question must be determined finally by actually paving a section of some street with this material. There is reason to believe that the Bureau of Public Works, in cooperation with the holders of the mineral claims, will make such an experiment. If the material can be successfully employed for paving, it will undoubtedly find a considerable market in the Philippines themselves, and it might be exported to the China coast and to Japan. Rock asphalt is not extensively used as a paving material in the United States, largely because of the abundance and

consequent cheapness of true asphalt. In Europe, however, there are millions of square meters of rock asphalt pavement. Indeed, in France and Italy rock asphalt is the standard paving material. Italy, for instance, uses annually about 200,000 tons of rock asphalt, valued at more than half a million dollars.

A prominent American engineer and chemist has written a standard reference book in which the usefulness of rock asphalt as a paving material is belittled, and his conclusion has undoubtedly been instrumental in deterring American engineers from the use of rock asphalt. In spite of this, however, rock asphalts of Oklahoma which were particularly denounced in the book referred to, are now being used successfully and have proved one of the best paving materials obtainable. Even in California, where true asphalt, obtained as residual from asphaltic petroleum, is so abundant as to be almost a drug on the market, more than 27,000 tons of rock asphalt, worth \$2.50 a ton, was used in 1913.

Use of Asphalt for Paints, Paraffin, etc.—Fuel Oil.

In case it develops that the Leyte rock asphalt is not suitable for paving, there is still a possibility of using some of the purer asphalt for the manufacture of paraffin and other products, such as bituminous paints and varnishes. Asphalts which can be used for varnishes are worth about \$17.50 a ton in the United States. Ozocerite, from which large proportions of paraffin are obtained, is worth 5 to 7½ cents per pound in the United States. Thus, it appears that asphalts high in paraffin command even a better price than true asphalts. Of course, the market for the derived products, such as paraffin and varnishes, would be limited in the Philippine Islands, but exportation to China and Japan is at least a possibility. It is true, also, that more capital would be required to establish an industry, if the Leyte asphalt must be refined and manufactured, than if it can be sold in the crude state for paving purposes.

If petroleum can be obtained either in Tayabas or in Leyte in quantities sufficient to make it a competitor with coal as a fuel a great problem will have been solved. The biggest local field for a fuel oil would be the interisland shipping. If ships could obtain a fuel oil at a price which would make its use comparable in cost with the use of imported coal, there is no doubt but that the interisland boats would be equipped to burn oil instead of coal. The railroads likewise would undoubtedly prefer petroleum to coal in their locomotives. Several of the mines in Masbate are already using fuel oil, although they have to import it from Sumatra and Borneo.

Gasoline and kerosene are used in considerable quantity in the Philippines. The imports of crude oil, naphtha, illuminating oil, lubricating oil, and residuum during the calendar year 1914 amounted to \$1,821,039. This sum represents the magnitude of the established market only exclusive of the increased demand which would be inevitable if petroleum could be obtained in competition with coal as a fuel. The enterprise which is successful in developing Philippine petroleum and refining it locally in competition with foreign manufacturers will control a market of no mean proportions without the necessity of any exportation.

SOURCES AND QUANTITIES OF BRAZIL'S BEVERAGES.

[Consul General Alfred L. M. Gottschalk, Rio de Janeiro, June 11.]

During 1910 Brazil imported beverages (alcoholic and nonalcoholic) valued at \$11,500,000; this figure was increased by \$1,000,000 in 1911; during 1912 and 1913 the totals reached \$15,000,000; then came the financial depression which, in 1914, reduced the imports to \$9,000,000.

Tables of classified imports in 1913 and 1914 show the importance of the several kinds of wines as a part of the Brazilian import trade. These figures are:

Countries of origin.	1913	1914	Countries of origin.	1913	1914
ALCOHOLIC AND FERMENTED.			SWEET WINES.		
United States	\$3,278	\$2,344	Spain	\$41,700	\$29,971
France	367,667	185,102	Portugal	2,067,002	1,092,192
Great Britain	213,366	137,618	All other	72,245	35,019
Holland	68,344	40,232	Total	2,181,856	1,157,181
Portugal	140,238	34,575	TABLE WINES.		
All other	41,497	18,963	United States	635	143
Total	834,420	418,834	France	625,077	297,607
VERMUTH, BITTERS, ETC.			Spain	248,052	128,325
Germany	54,003	23,426	Italy	2,945,144	1,700,577
France	175,250	58,028	Portugal	6,232,531	3,642,318
Spain	38,565	17,824	All other	226,633	123,690
Italy	536,200	347,104	Total	10,278,672	5,892,690
All other	230,059	144,504	UNCLASSIFIED.		
Total	1,034,177	590,886	United States	9,083	10,767
CHAMPAGNES, ETC.			Great Britain	32,123	12,402
France	363,476	105,395	All other	23,750	10,116
Portugal	10,305	2,971	Total	64,956	33,285
All other	13,685	9,053			
Total	387,466	117,419			

Portugal Dominates Trade in Table Wines.

In table wines Portugal holds the bulk of the trade, its products being consumed here in great quantities by the large Portuguese and other European colonies. Portuguese wines are imported in casks holding from 85 to 100 liters (90 to 106 quarts), and costing the importer at present about \$22 per barrel. Italian and French wines are imported in larger casks of 551 pounds, net weight, each.

The local bottling of foreign wines is carried on extensively here by importers. France holds the bulk of the trade in liqueurs, such as benedictine, chartreuse, crème de cacao, anisette, peppermint, etc. These are imported in bottles of one liter (1.05668 quarts) each.

Scotch and Irish whiskies have the preference over American whiskies and find the largest sale here, owing to the larger British than American population and to the extensive advertising carried on by certain British firms. The very high import duties levied on foreign beers have practically excluded foreign brands.

Production of Liquors in Brazil.

The statistics for 1912 are the latest available relating to the quantities of liquors produced in the country. Summarized, they show 53,523,742 bottles of beer, high fermentation; 70,817,400 bottles of beer, low fermentation; 3,425,082 liters (liter=1.05668 quarts) of

beer, in barrels; 686,645 liters of bitters, vermouth, and similarly chemically prepared beverages; 1,454,527 liters of cheap cordials; 1,035,847 liters of cognac and similar beverages; 5,903,916 liters of sugar-cane brandy and similar beverages; 11,386,522 liters of siphon soda and similar beverages; 134,789 liters of artificial mineral waters.

[A review of the wine markets and production in Argentina and Chile was published in COMMERCE REPORTS for July 12, 1915.]

CALL FOR BIDS ON A NEW LIGHTHOUSE TENDER.

Plans and specifications for the light-draft lighthouse tender *Palmetto*, for use in the sixth lighthouse district, with headquarters at Charleston, S. C., have been completed by the Bureau of Lighthouses, Department of Commerce, and will be sent out to prospective bidders about July 26, 1915.

The vessel is to consist of a steel hull, with wooden decks and houses of simple construction throughout. The stem and stern will be plumb, the stern to be of a construction similar to the torpedo-boat type, cut away and flat aft, to give space for the propellers and rudder. It will be fitted with a pole derrick mast and boom, with a lifting capacity of 3 tons, by a 3-drum operated wire-rope hoist, driven by a 2-cylinder, 4-cycle gasoline engine; a hand-steering gear, a steam-heating system, an air compressor, and a 3-cylinder plunger pump, driven through clutches by a 2-cylinder, 4-cycle gasoline engine.

The vessel will be driven by two 4-cylinder, 4-cycle gasoline engines, driving right and left handed propellers, both turning outboard. The principal dimensions are as follows:

- Length over all, 90 feet.
- Length on water line, 88 feet 11 inches.
- Beam molded, 22 feet.
- Depth amidships, 8 feet 6 inches.
- Draft (salt water), 4 feet.
- Displacement (loaded, 4-foot draft, salt water), 170 tons.
- Brake horsepower, 135.
- Speed, 8 knots.
- Four fresh-water tanks, total capacity, 1,720 gallons.
- Three gasoline tanks, total capacity, 1,300 gallons.
- Boats (one 16-foot dinghy and one 16-foot cargo boat), 2.
- Accommodations for officers, 6.
- Accommodations for crew, including workmen, 10.
- Cargo capacity, 17 tons.

The vessel is to be delivered complete and ready for service with the exception of certain articles of outfit which will be furnished by the Government. A boat of first-class commercial design and construction is desired; all special fittings except as may apply to the particular work of the service have been omitted, and to this end the plans and specifications have been prepared. Blue prints showing the general arrangement, lines, offsets, etc., will be furnished with the specifications to prospective bidders. The steel for the hull shall conform to the Manufacturers Standard Specifications for steel for ships, Class A, no special tests being required.

Requests for plans and specifications of the vessel or further information may be obtained by addressing the Commissioner of Lighthouses, Washington, D. C.

NEW GOVERNMENT PUBLICATIONS.

The Superintendent of Documents, Washington, D. C., announces that he received in stock during the week ended July 17 the following new United States Government publications, which he will sell at the nominal prices affixed:

Guidebooks.—Several members of the set of guidebooks prepared by the United States Geological Survey, covering overland scenic routes, have appeared—Geological Survey Bulletin 611, The Northern Pacific, and 612, Overland Route, can be supplied at \$1 each. Geological Survey Bulletins 613, Santa Fe Route, and No. 614, Pacific Coast Route, will soon be in press and expected to appear shortly. These publications are designed for the use of transcontinental travelers in general, and particularly for those visiting the exposition now being held on the Pacific coast; and besides describing routes, give other valuable information relative to service, etc. They have been aptly called by some writer the Western Baedeker.

Lessons in Cooking, Theoretical and Practical, for the Sick and Convalescent, issued by the Government Hospital for the Insane, Washington, D. C. Practical recipes for preparation of diet for the sick, most of which are also good for the well. Price, 5 cents.

Rules of land warfare, Issued by Chief of Staff, War Department.—Covering laws of war on land, embracing hostilities, military authority, etc.; with appendices covering the various conventions and international agreements. Price, cloth, 50 cents.

Baby-saving campaigns.—Preliminary report on what the American cities are doing to prevent infant mortality, Infant Mortality Series No. 1, Children's Bureau, reprint.—Covering health officials' work, inspection of milk supply, milk stations, little mothers, visiting nurses, etc. Price, 15 cents.

Test of structural timbers, Forest Service Bulletin 108, reprint.—Discussion of various timbers used for structural materials. Price, 20 cents.

Educational status of nursing, Education Bureau Bulletin No. 7, 1912, reprint.—Containing information relative to the teaching of nursing, covering hospitals, colleges, fees, registration, etc. Price, 10 cents.

Civic education in elementary schools as illustrated in Indianapolis, Education Bureau Bulletin No. 17, 1915.—Giving course of study, illustrative suggestions to civic teachers, etc. Price, 5 cents.

Bitumens, and their essential constituents for road construction and maintenance, Public Roads Circular 93.—Discussion on the bituminous road materials. Price, 5 cents.

Fermenting Power of Pure Yeast and Some Associated Fungi, Chemistry Bulletin 111, reprint.—Covering testing of pure yeast, culture flask, etc. Price, 5 cents.

Movement from City and Town to Farms, Yearbook Separate 641.—Covering movements of population, embracing ownership, farm tenants, labor movements, etc. Price, 5 cents.

Our Shorebirds and Their Future, Yearbook Separate 642.—Covering snipe, woodcocks, plovers, kurlaws, and other shorebirds; with illustrations. Price, 10 cents.

The American Farm Woman as She Sees Herself, Yearbook Separate 644.—Discussion of the letters recently received from farm women apropos of their economic, domestic, educational, and social needs. Price, 5 cents.

Some Common Birds Useful to the Farmer, Farmers' Bulletin 630, reprint.—Covering common birds of the United States; with illustrations, and text giving description, habitat, etc. Price, 5 cents.

The Silver Fish, an Injurious Insect, Farmers' Bulletin 681.—Description of a troublesome insect enemy of books, papers, card labels, starched clothing, etc., with remedies. Price, 5 cents.

A Simple Trap Nest for Poultry, Farmers' Bulletin 682.—Information covering construction of a trap nest, with drawings. Price, 5 cents.

Pasteurizing Milk in Bottles and Bottling Hot Milk Pasteurized in Bulk, Agriculture Department Bulletin 240.—Covering methods of bacteriological analysis, methods of pasteurization, machinery, etc. Price, 5 cents.

Changes in Degree of Oxidation of Arsenic in Arsenical Dipping Baths, Agriculture Department Bulletin 259.—Technical study on the subject, with diagrams. Price, 5 cents.

SOAPS FOR PHILIPPINE ISLANDS.

[J. F. Boomer, correspondent, Manila, June 14.]

The Philippine Islands offer a profitable field for laundry soaps of the right sort. No reliable figures are available as to the amount of soap of this class sold in the islands yearly, but the quantity is very large. Most of the laundry work of the country is done by hand. The washing is usually done by beating the clothes with paddles, with the open hands, or by rolling the garment slightly and striking one end of it upon a flat stone or other hard, smooth surface, handling it as a flail is swung over the shoulder. The usual method is to beat the clothes with paddles especially fashioned for the purpose. There is no such thing as boiling in the process of washing among the Filipinos. Much of the clothing worn in the country being white, a great deal of sun bleaching is done.

Domestic Manufacture of Laundry Soap.

While figures are lacking, from observation it appears that a great part of the soap used for laundry purposes in the country is manufactured by the local Chinese soap makers, of whom there are a great many in the islands. This Chinese soap, as well as that imported from China, is made nearly altogether of oil fats. Coconut oil is generally used, although oil from the lumbang nuts is also used to a certain extent.

In the manufacture of soap the oil is treated in a manner that makes it "gum" to a certain extent, and the soap when ready for use is more or less waxy, so much so that it can be molded into any shape in the hand. A favorite shape or form of a cake of Chinese soap used by laundresses is the ball. This sort of soap is preferred, as a rule, by Filipinos to either European or American soap, owing principally to custom. They have been used to the Chinese soap from time immemorial and understand it.

Introducing Foreign Brands.

There appears to be no reason why the Chinese soap might not be supplanted by a cheap American soap. As a matter of fact, the Chinese soap is not so cheap but that the American soaps can compete with it. This has already been demonstrated to a certain extent by certain brands of American soaps which have been pushed by importers. There are some sections where British soaps, through the special efforts of British houses, have been introduced to the detriment of the Chinese soaps. In certain sections, too, at least one brand of American soap has gained a good foothold because it has been well put on the market and the people have learned that it is as good or better than its competing Chinese soap and at the same time it is sold in a way that makes it to the advantage of the users to purchase it, because of credit systems and other commodities sold with it. A serviceable laundry soap that can be sold for \$3 to \$4 per box, if handled by salesmen who understand the Filipinos and their customs, will find a ready market in the face of the Chinese product.

There are practically no other than Chinese makers of soap in the islands. From time to time factories have been started by Americans, Spaniards, and others, but from one cause or another none has yet met with success. The chief causes of failure seem to have been lack of knowledge of the art of soap making on the part of those

engaging in the industry or the inability to find technical men who could adapt their methods to the needs of the market, and chiefly the lack of sufficient funds with which to operate until the product of the factory could be brought into accord with the demands of the trade.

Sales Distribution.

In the provincial districts and even in the larger centers the Chinese shopkeepers continue to be the chief distributors of soap to the users, and for this reason the product of the Chinese makers has somewhat the advantage. But it has been demonstrated by some importers that soaps made abroad can be sold in the face of the Chinese product and in spite of the prejudice in favor of a product to which the people have been long accustomed by personal efforts of salesmen who are willing to move slowly and study the field carefully and take advantage of every favorable tendency. By patience and persistence an American soap has made good headway in Iloilo and other portions of the Visayas at prices about the same as those paid for the Chinese product. If introductory prices could be made a little lower than those prevailing for the established article more headway could be made.

There has been a slight increase in the imports of soaps from the United States during the past few years, particularly in the laundry or common soaps. This will be illustrated by a comparison of the figures of importation for the years 1913 and 1914. (Kilo=2.2 pounds.)

Country.	1913		1914	
	Kilos.	Value.	Kilos.	Value.
Tollet or fancy soap:				
United States.....	132,283	\$60,502	223,803	\$73,658
United Kingdom.....	13,881	8,239	21,887	9,709
Austria-Hungary.....	5,491	1,398	1,678	422
Belgium.....	150	211	629	197
France.....	10,566	4,237	13,023	5,661
Germany.....	25,543	7,764	8,947	3,134
Italy.....	8	3	19	8
Netherlands.....	2,670	667	1,140	299
Spain.....	16	5	36	18
Switzerland.....	3	1	3	1
China.....	1,608	609	977	481
British East Indies.....	2	1	5	2
Hongkong.....	285	137	817	406
Japan.....	3,246	778	5,072	1,377
Turkey in Asia.....			60	13
Australasia.....	10	6		
Total.....	195,763	84,648	278,094	95,386
All other kinds of soap:				
United States.....	1,367,654	159,059	3,179,669	327,372
United Kingdom.....	1,348,571	113,877	1,532,642	131,403
Austria-Hungary.....			608	138
Belgium.....	32	8		
France.....	2,246	332	1,002	125
Germany.....	2,656	421	2,496	495
Italy.....			2,250	123
Spain.....			130	36
China.....	116,750	6,243	33,574	2,835
British East Indies.....			404	36
French East Indies.....			6,843	406
Hongkong.....	39,248	2,251	77,516	5,668
Japan.....	455	110	5,249	459
Australasia.....	231,026	14,527	296,234	70,880
Total.....	3,108,638	296,828	5,138,517	489,976

So far as an observer may judge, the Chinese do not understand the use of tallow and animal fats in making soap; at any rate they do not, as a rule, attempt to employ them in the Philippines. Soaps from this fat are new to the Filipinos except those who have used them in American homes or through association with Americans, but they appear willing to adopt the imported soaps whenever there is some slight advantage from so doing which they can see and understand.

Soap exporters in the United States who desire to enter the Philippine market should operate through established houses in the islands, managed by men who are familiar with local conditions, customs, prejudices, and tendencies.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers and signal letters designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the week ended July 17, 1915:

Name.	Official number.	Signal letters.	Tonnage.		Year built.	Where built.	Home port.
			Gross.	Net.			
SAIL.							
Schooner: Elsie G. Silva.....	213456	.....	104	59	1915	Gloucester, Mass....	Gloucester.
POWER.							
Gas screw yacht: Falma	213474	.....	20	13	1905	Winton Place, Ohio.	Chicago.
Gas screw house-boat: International.....	213473	.....	48	48	1915	Ecorse, Mich.....	Detroit.
Gas stern wheel: Dudley	213471	.....	14	14	1915	Albany, Ga.....	Brunswick.
Osha Ruth.....	213462	.....	7	7	1915	Millersport, Ohio...	Cincinnati.
Gas screw: Dorothy.....	213455	.....	10	9	1915	Sturgeon Bay, Wis..	Milwaukee.
Ella W.....	213470	.....	13	10	1915	Pensacola, Fla.....	Pensacola.
Evada	213453	.....	6	5	1915	Georgetown, S. C.	Georgetown.
Helen	213457	.....	8	5	1914	Oakland, Cal.....	Galveston.
It	213458	.....	15	10	1915	Blaine, Wash.....	Seattle.
Johanna W.....	213459	.....	11	10	1915	Sturgeon Bay, Wis.	Milwaukee.
Kotor	213460	.....	10	7	1915	Ketchikan, Alaska.	Ketchikan.
Lou Chandler	213454	.....	33	6	1915	San Francisco, Cal.	San Francisco.
Loulie	213465	.....	11	10	1903	Champ, Md.....	Somers Point.
Maple Side	213466	.....	7	6	1913	Wilmington, Del.....	Wilmington.
Margaret N.....	213469	.....	12	11	1910	Trenton, N. J.....	Philadelphia.
Naomi	213461	.....	11	7	1915	Orange, Tex.....	Port Arthur.
Oysterette	213475	.....	12	10	1910	Inwood, N. Y.....	New York.
Ruby May	213468	.....	8	7	1915	Sea Level, N. C.....	Beaufort, N. C.
The Mist	213463	.....	6	5	1915	Sturgeon Bay, Wis.	Milwaukee.
Vivian	213467	.....	11	10	1915	Holly Beach, N. J..	Philadelphia.
Steam screw: Edith	213472	LFMD	3,628	2,721	1915	Sparrows Point, Md.	Baltimore.
UNRIGGED.							
Lighter: Capt. Dud.....	166075	.....	174	147	1915	New London, Conn.	New London.
Barge: M. P. No. 2.....	166079	.....	564	564	1915	Baltimore, Md.....	Baltimore.
Rivista L & B. Co. No. 1.	166077	.....	253	250	1915	San Francisco, Cal..	San Francisco.
Scoow: Cook No. 16.....	166078	.....	33	33	1915	Blaine, Wash.....	Seattle.
L. No. 8.....	166080	.....	18	18	1915	Bellingham, Wash..	Do.
R. F. 11.....	166076	.....	19	19	1915	Anacortes, Wash....	Do.
Stimson No. 11..	166074	.....	163	163	1915	Seattle, Wash.....	Do.

The total number of foreign-built vessels admitted to American registry under the act of August 18, 1914, to July 17, 1915, was 151, of 530,361 gross tons.

PRESENT TRADE CONDITIONS IN LIBERIA.

[Charge d'Affaires Richard C. Bundy, American legation, Monrovia, June 10.]

The urgent need of Liberia is a direct steamship service between her coastwise ports of entry and some large American port, preferably New York. Approximately four-fifths of Liberian trade is in the hands of German firms. Since the outbreak of the war these firms have been practically without shipping facilities. [The addresses of these firms may be had from the Bureau of Foreign and Domestic Commerce or its branches.] The English boats have, as a general rule, refused to transport cargo for any shippers save those of British nationality.

A Spanish line calling at Monrovia once a month each way, has, however, taken some Liberian produce for American importers and brought goods from the United States. The trade route by Spanish steamers is New York to Cadiz, Spain, and thence to Monrovia. I understand from shippers who have used this route that the service is far from satisfactory and because of this condition the freight rate is held to be excessive.

For Liberian produce this rate from Monrovia to New York via Cadiz is, I am told, about \$20 per ton, while the rate for goods exported from New York to Monrovia via Cadiz is, New York to Cadiz, \$16 per ton; Cadiz to Monrovia, \$8 per ton. From what I have been able to observe the Spanish steamship company is not taking very much interest in the present opportunity to build up trade over its lines with the United States.

Traffic Prospects.

It can be readily seen therefore than an American steamship service to Liberia would have no difficulty whatever in obtaining for transportation the greater portion of Liberian trade.

The question of what rate a direct service between Liberia and New York would bear might be viewed somewhat in the light of the following: I am informed that before the war the steamers plying between New York and the west coast of Africa charged per ton for palm kernels, \$8.40; coffee, \$13.80; piassava fiber, \$17.76; sundries, \$10.80. Since the beginning of the war these rates have been advanced 25 per cent on the English steamers that continue this service.

To operate an American steamship service profitably between New York and Liberia the boats ought not to be more than 2,500 tons net capacity. One steamer sailing from New York and Monrovia, respectively, each month would be certain of enough cargo for a full load each way, provided a few elemental contingencies, to be noted later, could be met.

The merchants have estimated that they could afford to pay the following rates per ton for cargo if a direct monthly service is maintained: Coffee, \$12; palm kernels, \$10.80; piassava fiber, \$20 to \$25; sundries, \$15 to \$25.

An Exchange of Goods—Prices—Staples Needed.

The cargo exported from Liberia would be almost entirely composed of coffee, palm kernels, palm oil, and piassava fiber. The merchants are willing to accept from one-half to three-fourths the value

of their exports in goods suitable for their trade and the balance in cash.

The prices f. o. b. Liberian ports which are being asked at present by the merchants for Liberian produce are: Coffee, 9 to 10 cents per pound; palm kernels, \$1.40 to \$1.44 per bushel of 56 pounds; piassava fiber, 4 to 6 cents per pound, depending on quality; palm oil, \$97.50 to \$105.60 per ton.

The staple articles required for this market now are rice, flour, salt and cured meats, dried and salt fish, trade leaf tobacco, sugar, salt, kerosene, canned provisions of all kinds, bottled whisky, beer, and mineral water, cheap cloth prints and white muslins, etc. These commodities and many others the merchants here are willing and eager to buy, provided only they can market their produce at about the prices mentioned and that the price of articles they need offered in exchange is not excessive. Details of this nature, it would seem, might easily be arranged between the parties at interest.

Some American Purchases—Creation of Interest.

It is worthy of note that since December 31, 1914, Liberian produce of following amounts and values has been exported to the United States: 12,580 bundles of piassava fiber, \$38,429; 5,467 bushels palm kernels, \$7,681.50; 69 bags coffee, \$1,034; while during the entire calendar year of 1914, the only exports of produce to the United States were 2,750 bundles of piassava fiber, valued at \$4,044.50.

Very little is known here concerning the American importers who are in a position to handle Liberian produce. It would seem, however, from the quantities shipped so far this year that there is an awakening of interest in Liberian products on the part of the importers in the United States. Apparently there is need simply of the circulation in America of precise information about these products to find a market for practically everything offered for sale here.

Some of the merchants assure me that they would be willing to enter into contracts with American importers to furnish monthly definite amounts of produce for a given time, provided they were supplied with adequate shipping facilities and prices were acceptable. I am informed by three large firms in search of connections in the United States that in a normal year they have shipped altogether 103,121 bundles piassava fiber, 56 pounds each; 6,871 bags coffee, 135 pounds each; 49,744 bags palm kernels, 168 pounds each; and 1,094 tons palm oil. If desirable trade goods can be supplied from the United States in exchange for produce, the business of these firms would promptly tend to approach the normal again.

In addition to this, allowance must be made for one large firm and a number of small merchants from whom statistics could not be obtained but whose trade would undoubtedly augment the above figures about 50 per cent. From this estimate a comprehensive idea can be obtained of the volume of business to be secured by a serious cultivation of this field.

The latest statistics of exports for the entire Republic that can be obtained are for the year 1912. They are as follows: Coffee, 1,758,438 pounds; piassava fiber, 14,978,637 pounds; palm oil, 514,361 gallons; palm kernels, 248,879 bushels; ivory, 8,771 pounds. Approximately 80 per cent of the exports given in this table were made by the Ger-

man firms that are now seeking transportation facilities and a market for their produce. With this fact in mind this table furnishes another reliable index of the volume of business under consideration in this report.

The following comparative table giving the number of steamers that have called at the principal Liberian ports in the periods August 1, 1913, to March 31, 1914, and August 1, 1914, to March 31, 1915, will show at a glance how seriously crippled steamship service to Liberia has become since the beginning of the war. About 25 per cent of the steamers listed in the table as calling during the war period, August 1, 1914, to March 31, 1915, brought only mails or passengers but no cargo.

The steamers arriving at Liberian ports during the normal period August 1, 1913, to March 31, 1914, compared with war period August 1, 1914, to March 31, 1915, have been as follows:

Ports.	1913-14		1914-15	
	No.	Tons.	No.	Tons.
Cape Mount ^a	34	53,517	5	8,297
Monrovia	326	770,764	97	214,762
Marshall	31	49,465	1	1,804
Grans Bassa	100	197,850	31	65,410
River Cess	35	51,113	3	6,142
Sinoe	62	106,996	14	26,754
Cape Palmas ^a	213	443,175	60	136,788

^a Figures for the month of March, 1915, lacking.

There are good banking facilities in Monrovia, and New York can be readily reached by cable. The principal money of the country is English gold and silver. The present rate of exchange at Monrovia is \$1.80 to the pound (sterling).

GRASSHOPPER PLAGUE IN CENTRAL AMERICA.

[Special Agent Garrard Harris, Washington, D. C., July 19.]

Advices recently received from several parts of Central America indicate that the plague of grasshoppers will be more widespread this year than last. The insects have extended their ravages from the Pacific side to the Atlantic, and are working havoc on the banana plantations along the coast. Indications are that the countries of Central America will be more dependent upon the United States this year for foodstuffs than they were last year. Costa Rica and Panama have the grasshoppers this year, and did not have them in 1914. It would probably be well to get in communication with the various Governments of the six Republics of Central America and start arrangements for sales of corn, rice, beans, lentils, and chick peas. The beans preferred are either the black Mexican or the red bean, and no objection is made to yellow corn. Last year several Governments bought large quantities of these commodities and issued them at cost to the people whose crops had been destroyed by unprecedented dry weather and hordes of grasshoppers. [The addresses of the various officials who would have these arrangements in hand may be obtained from the Bureau of Foreign and Domestic Commerce. Correspondence should be in Spanish.]

THE SCOTTISH WHISKY TRADE.

[Extract from Edinburgh Evening Dispatch of July 6, by American consulate.
Edinburgh.]

One of the immediate effects of the passing of the British Immature Spirits (Restriction) Act, which provides that all malt and grain whisky must be bonded for three years after it is made, has been to send up the price of grain whisky to an unprecedented extent. Prices in the younger makes have risen all around 100 per cent, and in some cases 150 per cent; and unless more malt whisky is used in the making up of blends, the prices of grain whisky, it is thought, may go even higher still. With the withdrawal from the market under the three years' bonding law referred to, of all whisky under 3 years of age, there was, of course, a rush by blenders on 3-year-old grain whisky, with the result that prices for this make went up from 2s. (48½ cents) and 2s. 2d. (52½ cents) a gallon to 4s. 6d. (\$1.09), and even 5s. (\$1.21½) and 5s. 3d. (\$1.27½) per gallon. It is well known that for all blends of whiskies grain whisky is now an indispensable ingredient.

At a meeting of the Edinburgh and Leith Wholesale Wine and Spirit Trade Association, held on the 28th June, it was unanimously agreed "That on and after July 5 the minimum price to be charged for blended whisky sold in Scotland be increased to 5s. 6d. (\$1.34) per gallon in bond, and 23s. (\$5.60) per gallon, duty paid, both delivered, less in the case of duty-paid whisky 6d. (12 cents) per gallon discount for cash in 30 days. This was a 6d. (12 cents) rise from May 31, when 5s. (\$1.21½) per liquid gallon was fixed as the price by the Scottish Trade Associations. To the consumer at the bar of licensed premises this means that the price of a glass of ordinary whisky has been raised one-half penny (1 cent), or from 4d. (8 cents) to 4½d. (9 cents). That is 1d. (2 cents) per gill.

According to the most recent figures available, the country does not seem in any immediate danger of suffering from a drink famine. On March 31, 1914, there were in bond 147,953,993 gallons of whisky—a figure which represents over a five years' supply—the quantities retained for home consumption in 1914 being 26,794,739 gallons, divided as under: England, 17,890,592; Scotland, 6,173,453; and Ireland, 2,730,694; in all, 26,794,739 gallons. The total quantity distilled in 1913-14 was 51,802,468 gallons. The export of whisky for 1914 was 10,406,626. The balance sheet for 1914 was as follows: In warehouse on March 31, 1913, 146,825,599 gallons; distilled, 1913-14, 51,802,468; total, 198,628,067 gallons. Distribution: Home consumption, 26,794,739 gallons; exported, 10,406,626; used for fortifying wines for ships' stores, etc., 312,758; used in arts and manufactures, 722,791; methylated, 7,719,308; and deficiencies allowed, 4,717,852—50,674,074 gallons. Balance in warehouse on March 31, 1914, 147,953,993; total, 198,628,067 gallons. In the United Kingdom there are 159 distilleries, of which 127 are in Scotland, 8 in England, and 24 in Ireland. In this connection it may be noted that the quantity of spirits distilled in England in 1914 was 13,900,010 gallons; in Scotland, 28,023,719 gallons; in Ireland, 9,878,739 gallons; total, as before stated, 51,802,468 gallons.

Hop-picking machinery is now used on the Pacific coast.

HOPS FOR BRAZIL, AN AMERICAN OPENING.

[Consul General Alfred L. M. Gottschalk, Rio de Janeiro, June 10.]

The production of beer in Brazil, which in 1911 was estimated at more than \$15,000,000 and in 1912 at nearly \$20,000,000, has created a substantial local trade in hops. The movement of this trade during the past two years has been:

Countries of origin.	1913		1914	
	Quantity.	Value.	Quantity.	Value.
	<i>Pounds.</i>		<i>Pounds.</i>	
Germany.....	486,855	\$217,307	317,030	\$169,821
Austria-Hungary.....	283,739	123,379	149,578	85,118
United States.....	7	3	151,222	24,353
United Kingdom.....	1,636	824	3,014	1,224
Uruguay.....	7,116	2,801	4,416	3,109
All other.....	1,534	400	21,880	9,883
Total.....	790,887	344,714	647,140	293,508

Germany has in normal times been the chief source of supply of hops to Brazil, with Austria second in importance. Previous to 1914 there were practically no importations of American hops, but during that year they amounted to 8 per cent of the total value imported. This year's importations from the United States will doubtless show an increase.

Elements of Popularity of European Hops.

The high quality of certain hops from the Continent of Europe has naturally made them popular. Their strength, careful and practical packing, the fact that most of the exporters have had local representatives here, and the favorable credit terms they were empowered to grant all contributed at one time to giving them almost entire control of this market.

There is a large demand for Bavarian hops selling at 115 marks (\$27.37) per 50 kilos (110 pounds) c. i. f. Rio de Janeiro, with 10 marks (\$2.38) commission on 50 kilos.

"Superfine" Bavarian hops, ordinarily selling at 112 marks (\$26.66) per 50 kilos, c. i. f. Rio de Janeiro, net, find a good sale.

These prices were obtained from the invoices of a local importer, and the hops were delivered here via Amsterdam since the outbreak of the war, as such German and Austrian merchandise has been delivered here. I have, however, seen letters from large German and Austrian hop shippers to local purchasers, saying that no more shipments could be made after March 2, 1915, owing to the disturbance of traffic caused by the war.

Varieties of Hops Sought by Local Breweries.

The varieties of hops most in demand by large local breweries here are spalt (Bavarian) and saaz (Bohemian). Many orders read 50 per cent saaz (bezirk) and 50 per cent spalt (gemeinde), sealed and certified as to origin by the local government officials at the point of shipment. There is also a fair demand for hallertauer (Bavarian) hops. An idea of the German and Austrian prices of hops may be obtained from the following offers dated February 24, 1915:

1. Extra fine 1914 saazer, with certificate, 175 marks (\$41.65) per 50 kilos (110 pounds), c. i. f. Rio de Janeiro. 2. Extra fine saazer

fechser hops, 165 marks (\$39.27) per 50 kilos c. i. f. Rio de Janeiro. 3. Fine Bavarian lagerbier hops, 162 marks (\$38.56) per 50 kilos c. i. f. Rio de Janeiro. Some are quoted as low as 95 marks (\$22.61) per 50 kilos.

The smaller Brazilian breweries purchase from local importers during all seasons of the year. The large breweries place their orders from September to March, heavy deliveries commencing in November.

Packing of Shipments an Important Feature.

German and Austrian hops have reached here uniformly packed in this manner: Fifty kilos (110 pounds) net weight, packed tightly in a bale of burlap; the tare being about 4 pounds per bale. Five of these bales, or 550 pounds, are then packed in one air-tight wooden case, lined with zinc. The wooden cases are strengthened with iron bands.

There is objection to the size of packages in which some American hops have arrived here—bales and case weighing 2,155 pounds, with 55 pounds tare. Tight packing, small bales, well packed in burlap, and strong boxing, well banded, are required.

Considerable importance attaches to the fact that the tin lining of the European packing cases commands a higher price here, when resold locally, than the lining of American cases, which is said to be of a tin containing too much iron. In this country, where the containers of certain imported goods are intensively reutilized, the observance of such details and the use of wide boards in packing cases should not be overlooked.

American Terms Now More Favorable.

European hops are sold here with 90-day sight draft attached to the bill of lading. When local importers commenced to look to the United States for hops after the outbreak of the war, American firms were criticized on account of their demanding cash against documents in New York, but more favorable terms are now being extended. If a permanent trade is expected, American purveyors should make up their minds that on this class of goods, as on so many others, at least 90 days' credit from date of shipment should be allowed.

There is doubtless a chance for much profitable selling of Bavarian and Bohemian hops here, unless the American stocks of these have already been exhausted. Certificates of origin are always desirable, however, to give a shipment real value.

Possibilities in American Trade.

Of the limited quantities of American hops already placed here the chief complaint seems to be that they lack the special flavor of the European hops and that their strength is approximately 40 per cent less than that of the Bohemian and Bavarian hops.

While there is an impending scarcity of hops among the brewers there is no complete, immediate exhaustion of the stocks of Bohemian and Bavarian hops on hand to be anticipated for some time.

The permanent success in this market of American hops can not be determined until after hostilities in Europe have ceased. Whether we have been able to compete with European hops in price, in reasonableness of credit terms, in the adoption of proper packing, and

in the securing of the proper, responsible agents here, are things that will then be put to the test.

An important point, and one to be noted, is the usefulness of submitting small samples by parcel post to local buyers. These samples should be marked plainly "Amostos sem valor" (samples without value). Prices should be quoted, preferably c. i. f. Rio de Janeiro.

[Lists of brewers and importers of hops in Rio de Janeiro may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

IMPORTS AND EXPORTS OF COPPER.

The imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco,^a Washington, and Michigan during the week ended July 10, 1915, were as follows:

IMPORTS.

Countries.	Ore, matte, and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	<i>Pounds.</i>		<i>Pounds.</i>	
Canada	800,000	\$64,000	510,212	\$88,528
Panama			1,381,295	207,371
Cuba	1,120,000	97,805		
Chile	1,307,585	183,062	564,565	88,430
Peru	4,960	744	626,186	111,542
Japan			3,659,831	499,331
Total	3,232,545	345,611	6,742,089	995,202

DOMESTIC EXPORTS.

Countries.		Pigs, ingots, bars, plates, and old, etc.		Countries.		Pigs, ingots, bars, plates, and old, etc.	
		<i>Pounds.</i>				<i>Pounds.</i>	
Denmark		112,179	\$18,230	Mexico		2,000	\$51
France		1,612,389	298,466	Cuba		10,549	2,105
Italy		976,576	185,860	Peru		1,343	322
Russia		2,240,939	425,780	Brazil		55,563	8,936
England		922,763	176,976	Total		5,934,615	1,116,805
Canada		314	79				

^a No report received from San Francisco for the period ending July 10, 1915.

LABOR CONGESTION IN BRITISH COLUMBIA.

[Consul R. B. Mosher, Victoria, Canada, July 10.]

Labor conditions here show no improvement over previous months, and the number of men unemployed, skilled and unskilled, in Victoria is on the increase, about 2,200 being registered at the Central Employment Bureau, a majority of whom have been out of work for some time.

The Central Employment and Relief Bureau has been reorganized and is now under the sole control of the city council. Three of the aldermen will act as commissioners in managing the bureau.

PRICE ADVANCE IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 19.]

Prices in general have increased very materially in New Zealand during the seven months ending April 30, 1915. This is especially true of butter and cheese, as shown by the following table, which gives the amount exported for the months given and the average export price for the month per hundredweight (112 pounds) :

Month.	Butter.		Cheese.	
	Hundred-weight.	Average price.	Hundred-weight.	Average price.
October.....	21,180	\$26.19	15,176	\$14.87
November.....	59,057	28.80	69,730	14.35
December.....	100,001	26.58	127,297	14.51
January.....	60,362	28.49	117,958	14.33
February.....	58,758	27.85	125,193	14.65
March.....	60,615	27.33	116,320	16.23
April.....	16,589	30.69	81,953	15.84

The retail price of butter has reached 38 cents per pound and cheese 22 cents per pound, with potatoes at \$1.10 per bushel.

The average export price of mutton, lamb, and beef per pound for the months given is shown in the following table with the amount exported :

Month.	Mutton.		Lamb.		Beef.	
	Cwt.	Cents.	Cwt.	Cents.	Cwt.	Cents.
October.....	142,942	7.2	53,724	10.1	68,065	8.84
November.....	48,741	8.0	9,154	10.32	55,274	9.33
December.....	64,832	8.9	16,087	10.98	75,434	8.86
January.....	110,154	8.7	65,496	10.84	62,364	8.86
February.....	112,193	8.42	127,451	10.7	72,938	9.3
March.....	132,535	8.68	116,984	10.66	84,736	9.32
April.....	136,340	8.7	108,779	11.16	87,099	9.34

The retail price of meat is from 9 cents per pound for forequarter of mutton to 16 cents per pound for lamb chops, while beef retails at from 12 cents per pound for prime ribs to 22 cents per pound for porterhouse steak and fillet at 28 cents per pound.

It seems to be the impression that prices will advance still more, and the people are preparing for it. Times are not hard, for most everyone is at work and at fair wages; so there are but few in want, but luxuries are cut out in most cases.

CANARY ISLAND BUSINESS ASSOCIATION.

[Consul George K. Stiles, Tenerife, June 8.]

A business men's association has just been organized in the city of Orotava, Tenerife, under the name of "Circulo Mercantil," with the object of promoting commerce. It includes the principal business men of that section. The officers are Don Domingo Padron y Morales, president; Don Francisco Duclos y Gonzalaz and Don Ismael X. de la Guardia, vice presidents; Don Manuel Vivas y Rodriguez, treasurer; Don Oscar Bethencourt y Hernandez, secretary, and Don Felix Reyes Martin, accountant. Members of the governing board are: Don Clemente Mendez y Machado, Don Victorino Yanes, Don Jose Reyes, and Don Vincente Hernandez.

CONSTRUCTION WORK ABROAD.**ARGENTINA.**

[Consul William Dawson, jr., Rosario, June 12.]

Railway Extensions in San Juan.

The Administrator General of State Railways reports that the branch line from Pichinal to Oran, in the Province of Salta, near the Bolivian frontier, is nearing completion and will be opened to traffic in about two months. It is stated that as soon as work on this branch is terminated the construction of the line from San Juan to Jachal will be commenced. This line, 112 miles long, has been planned for some time and is much needed to further the development of the northern part of the Province of San Juan.

Roads and Bridges.

The governor of the Province of Cordoba, in a recent message to the provincial legislature, points to the necessity of expending \$500,000 in the construction and repair of roads and bridges in the Province.

[Review of the River Plate, June 11.]

Light Railways for Misiones.

The minister of public works has requested the director general of railways to prepare preliminary plans and estimates for the construction by the State of a system of light railways in the Territory of Misiones. The present idea is that this system should have as its starting point either the port of Posadas or the station of Apostoles, on the Argentine North Eastern Railway, with a junction with the lines of that company, which would serve the vast "yerba" lands in the Territory. The railway would be of the Decauville type. The principal argument in favor of this railway system is the great impulse which it is anticipated would be given to the native "yerba" [yerba mate or Paraguayan tea] industry.

Electrical Enterprises.

Negotiations are pending in the camp towns of Coronel Dorrego, Colon (Entre Rios), Suarez, Halsey, Pellegrini, Pintos, and Casilda for the installation of electricity works.

Señor Marcelino S. Romero has applied to the government of the Province of Buenos Aires for permission to install an electric-power station at Punta Alta for the supply of private lighting. He also expresses himself willing to undertake the public lighting of the locality, subject to satisfactory terms being arranged with the Provincial government and the Bahia Blanca municipal authorities.

CANADA.

[Consul Julius D. Dreher, Toronto, July 16.]

Progress in Toronto Harbor Improvements.

In this, the second year of the Toronto Harbor development, \$2,000,000 is being spent on the city's water front between the Don and Humber Rivers. Last year \$1,400,000 was spent, only \$300,000 of which was spent on work above water and at all visible. The \$1,100,000 was sunk in piles, cribs, dredging, and fillings. These ex-

penses are about equally divided between the Harbor Commission and the Dominion Government.

In spite of the war and the absence of the commission's chief engineer, E. L. Cousins, who was loaned to the Government to deal with the rapid-transit problem, the work of the harbor improvement will not be abated in the slightest degree. Of the total estimated cost of the harbor improvements (\$24,000,000), contracts for nearly \$11,000,000 have been let, and these contracts cover the immediate work on hand. During the summer at least 350 men will be employed solely in construction.

The Ashbridge Bay Improvement.

Two huge dredges, the *Cyclone* and the *Tornado*, of the Canadian Stewart Co.'s fleet of construction vessels, are gulping huge drafts of sand from Ashbridge and Toronto Bays and dumping it, through a 1,000-foot pipe, at the rate of 600 cubic yards per hour on that part of the Ashbridge marsh that is being changed into dry land for industrial sites.

So far only one-fifth of the total area of 640 acres has been filled in, and only 12 per cent of the minimum total of 22,000,000 cubic yards that must be done between the Don and Humber has been filled. This year the harbor commissioners expect to fill in two-fifths more of the Ashbridge district. Their object is to have the industrial sites ready for occupancy as early as possible in order that the rent of these sites may assist in meeting the cost of the immense improvements to be made in the harbor. It will probably be several years before this industrial area will be ready for manufacturing plants.

While filling in is to go on at full speed, the principal object at present is to complete the ship channel, the waterway that is to run into the industrial area. Pile drivers, huge towers with 10-ton weights dropping, are now engaged in sinking wooden piles along the sides of the channel. The tops of the piles are being finished with a cement wall.

Purpose of Ship Channel.

The object of getting the ship channel finished is that its sides will act as retaining walls, and the sand can be pumped between them and the city side without flowing out again. The Don, which used to flow into the Ashbridge marsh, is now entirely diverted into a completed cement canal, which turns the waters of the river sharply westward before they empty into the bay. At present only a wooden bridge spans this channel, but a contract has been let by the harbor commissioners for a steel bridge here worthy of the completed harbor. It is to be 86 feet wide and capable of bearing steam railways or trolleys as well as vehicular traffic. The cost of the bridge is to be \$101,000.

[Consul R. B. Mosher, Victoria, British Columbia, July 10.]

Municipal Improvement Work.

The Esquimalt Council has let a contract for additional sewers amounting to \$25,000. The City Council has \$200,000 available for local improvement work, which will permit the engineering department to keep the present number of men employed for a considerable time.

CHILE.

[Commercial Attaché V. L. Havens, Santiago, June 16.]

Central Shops of the Chilean Railways.

The Ultimas Noticias of Santiago published, in its June 14 issue, the following item in regard to the central shops of the Chilean railways:

The construction of the proposed railway shops must be considered as one of great importance. The necessary land has been purchased in the town of San Bernardo, near Santiago, at a cost of \$40,000 United States gold. The shops and associated installation will probably cost about \$3,650,000 and will contain everything required for handling the work of the Chilean railways, regardless of any reasonable growth they may have.

The work should be started at the earliest possible moment as it will be a long job, and already there is an enormous amount of work to be done in the general repair required by all the equipment. Actually, according to the statement of railway officials, 20 per cent of the rolling stock is always awaiting repair, when there should not be more than 8 or 10 per cent in that condition. It is proposed to spend \$271,000 for new locomotives and \$12,000 for ballast cars, without mentioning freight cars, of which there is an ample supply if they could only be repaired.

Ten locomotives have been contracted for delivery this year, which are to be built by two Valparaiso firms; and if the new shops were in readiness such orders could be filled there, as also the 70 ballast cars which the Directing Council of Railways has approved for later purchase.

ECUADOR.

[Clipping from West Coast Leader for June 10, transmitted by Commercial Attaché A. I. Harrington, Lima, Peru.]

Progress on Feeders of Guayaquil & Quito Railway.

Construction work on the Ambato railway, connecting the Guayaquil & Quito with the far eastern territory of Ecuador, is slowly proceeding, and rails are now down for a distance of 35 kilometers (22 miles).

On the other hand, there is every evidence that the Huigra-Cuenca line, forming an outlet from the Guayaquil & Quito into the southern Provinces, will shortly be abandoned. The agents of the concessionaires have during the past few months had so many difficulties placed in their way that they are reported to be on the point of throwing up the entire business. In spite of reports to the contrary, very little has been accomplished toward the construction of the line.

The Guayaquil & Quito line has recently had more than its share of difficulty in connection with landslides.

ENGLAND.

[Vice Consul John W. Thomas, Manchester, June 28.]

Big Electrical Scheme.

Details have just been made known here of a big electrical scheme that is being promoted by the municipal authorities. The local newspapers announce that the Local Government Board have agreed to the application of the authorities to borrow the large sum of £432,470 (\$2,104,615) for a new electricity generating station which is to be erected at Barton, near Manchester.

It is thought that perhaps the scheme in question might probably benefit American electrical concerns, as so many of the competing

English firms are engaged in the manufacture of war munitions, and, in consequence, they will possibly be unable to compete for the business.

Mr. S. L. Pearce is the chief engineer of the electricity department of the Manchester corporation and communications would reach him addressed to the Town Hall, Manchester, England.

PHILIPPINES.

[J. F. Boomer, correspondent, Manila, June 2.]

New Government Contracts—Leper Hospital.

Work has been begun on the concrete bulkhead between Piers 3 and 5 at Manila, which will cost \$100,000. Ground has also been broken for the new building for the School of Arts and Trades at Manila. This will cost \$85,500. The contract has been let for constructing a river wall at Iloilo and for the Mainit Bridge, same Province.

Construction has been begun on two new buildings at San Lazaro Hospital for leprosy patients—one for incurables, the other for those detained because of leprosy symptoms. The buildings will cost about \$7,500.

Road and Bridge Work.

The Province of Zambales is preparing to open up a road between Iba and Masinoc, to replace with a direct route the present coast road between these two points. The Province has now sufficient funds to open an unsurfaced road over the route.

Bids have been opened by the Government for constructing bridges at Malaywanak and Kaytituga, on the Tuy-Nasugbu road. Two bids were received for each bridge—for the former, \$13,700 and \$12,500, respectively, and for the latter, \$10,000 and \$11,000, respectively.

SPAIN.

[Consul Wilbur T. Gracey, Seville, June 22.]

Public Works in Andalusia.

The Director General of Posts and Telegraphs has recently visited Seville and given to the press some information regarding proposed public works in this district. The principal object of his trip is said to be to arrange that the various capital cities of Spain shall have suitable post and telegraph buildings. The director general is quoted as being much dissatisfied with the present inadequate post-office building in this city, notwithstanding that it was recently remodeled. He deems it advisable to erect a new post and telegraph building.

The director general stated that at Cadiz and Badajos (two other cities in this district) the cities had offered to the Government suitable lots for the erection of new post and telegraph buildings and suggests that Seville do likewise. He obtained while here plans of a site on the new street, Jose Canalejas, and near the center of the city and the principal railway station for trains from Madrid.

On completion of the new building the old post office will be used as a branch and for a money-order office. It is also proposed to acquire buildings in three other parts of the city, known as Triana,

Macarana, and San Bernardo, for branch offices. The latter office is to be erected on the premises now used for a slaughterhouse, a new building for this purpose having recently been completed.

The American System to Be Used.

It is proposed to equip the new building with post-office boxes according to the American system, by which each box holder has his separate apartment for mail and individual key thereto.

All letters posted in Spain pay a delivery tax of 5 centimos each (approximately 1 cent) in addition to regular postage charges, which brings an annual income of 8,000,000 pesetas (\$1,544,000), and the Director General has asked the Government to allow him this amount for completion of his projected improvements.

In carrying out such improvements the Government asks for tenders for the land, opens a competition for building plans, open to the architects of each city concerned, and upon acceptance of the plans asks for tenders for erection of the buildings.

Other Special Features—American Trade Openings.

The Director General also has in mind, according to the press, the establishment of a Government savings-bank system by the use of stamps and booklets and is also considering the installation of automatic stamp-vending machines in the barracks, schools, hospitals, cafés, and other public places. He is also endeavoring to plan for the amalgamation of the urban and interurban telephone systems in order to secure a complete long-distance system directly connected with the city phones.

American exporters interested in the sale of stamp-vending machines, post-office equipment, mail boxes, and other goods of this nature would do well to send copies of their catalogues, terms, etc., to the Director General of Posts and Telegraphs, Madrid, Spain (Director General de Comunicaciones, Madrid), or to the Senor Alcalde Presidente del Excmo. Ayuntamiento de Sevilla, Sevilla, Espana.

As soon as the projected building plans are completed and the contracts awarded this consulate will report thereon.

BELGIAN VESSEL PLYING TO KONGO.

[Consul Charles M. Hathaway, Hull, England, July 3.]

A new development in the trade of Hull is marked by the arrival of the Belgian steamship *Elizabethville*, belonging to the Compagnie Belge Maritime du Congo. Formerly this Belgian company's steamers traded between Belgium and her colonies in Africa, but with the fall of Antwerp the company was compelled to divert its trade to other ports. The company has now arranged for facilities at the new King George Dock, Hull, in order to escape delay at other ports. It is hoped that direct service from Hull to the Kongo will be continued by this line, at least until the end of the war. The steamers will touch at Falmouth and La Pallice for English and French passengers, respectively. The *Elizabethville's* cargo consists of palm kernels, palm oil, gum copal, ebony, ivory, rubber, cocoa, and coffee, and is said to be the first complete shipment of its kind that ever came to Hull.

FOREIGN LOANS IN UNITED STATES.

[London Statist. July 10.]

Great Britain's action in closing her money markets to loans other than those floated by her allies has been justified by current events, but it has had the effect of turning other needy nations to the United States for financial aid. To such countries America has advanced \$67,000,000, most of which probably would have come from London but for the unusual conditions arising out of the war. These loans are as follows:

Swedish Government 2-year notes.....	\$5,000,000
Argentine national 1-3-year loan.....	15,000,000
Argentine 5-year 6 per cent bonds.....	25,000,000
Norway short-term loan.....	3,000,000
Bolivian loan.....	1,000,000
Republic of Panama 30-year 5 per cent bonds.....	3,000,000
Swiss Government 1-5-year notes.....	15,000,000
Total.....	67,000,000

The significant fact which these figures reveal is that almost two-thirds of this type of financing has been consummated by Latin American countries. The \$25,000,000 of Argentine 6 per cent bonds floated here was only one-half of the total issue.

To the foregoing may be added the \$85,500,000 Canadian provincial and municipal loans placed in the United States.

NEW FISH-PACKING FACTORY IN SPAIN.

[Consul Wilbur T. Gracey, Seville, June 9.]

A fish-packing plant has been started at Gallineras, Province of Cadiz, and near the city of that name, for canning tunny fish and horse mackerel. The factory has already made over 700 cans to be filled with fish, each can weighing when filled 5 kilos (11.0231 pounds). The boilers have already arrived from Seville. The factory consists of two sections for curing the fish and one for soldering tins. There may be a possibility for American exporters to sell to this firm machinery or tins for the industry.

Another fish-packing establishment is in operation at Sancti Petri, Cadiz.

[The addresses of the managers of the two fish-packing plants may be had on application to the Bureau of Foreign and Domestic Commerce and its district branches.]

PROJECTED CATALOGUE OF SPANISH FIRMS.

[Consul Wilbur T. Gracey, Seville, Spain, June 4.]

The Chamber of Commerce of Seville in its bulletin for May 30 publishes a notice to Spanish firms requesting that they send to the chamber complete details of their business for transmission to the Commerce Department of the Ministry of Public Works to be used in the preparation of a complete catalogue of Spanish merchants and producers.

Information as complete as possible is sought, but no responsibility is to be attached to the person providing it, and no expenses in relation thereto are to be incurred. The chamber also requests that all firms having catalogues of their goods shall send copies accompanying the reports.

PRODUCTION OF SUPERPHOSPHATES IN RUSSIA.

[Consul General John H. Snodgrass, Moscow, June 12.]

At the conference of agriculturists of the Kieff committee concerning the revision of commercial treaties it was found necessary to organize the production of superphosphates in some part of the southwestern district to meet the requirements of the district in fertilizers. This project was approved by the Kieff zemstvo, which appointed a conference for the discussion of some technical questions. The questions discussed were the following:

(a) Whether it is possible to produce superphosphates from Russian phosphorites; (b) whether it is possible to produce double superphosphates from Russian phosphorites; (c) whether it is possible to utilize Russian pyrites for producing sulphuric acid required for the manufacture of superphosphates; (d) whether it is possible to produce superior grades of superphosphates by adding bone dust; (e) to which Russian phosphorite preference should be given as material to be used; (f) to which Russian pyrites preference should be given for the production of sulphuric acid.

The majority of the questions were decided in the affirmative, and a number of measures were decided upon for the development of this industry.

PRODUCTION OF LICORICE ROOT IN RUSSIA.

[Consul General John H. Snodgrass, Moscow, May 26.]

According to the Transcaucasian press the entire production of licorice root in Russia (except that of the Ural) is concentrated in the hands of one Caucasian company, which possesses four concerns in the Caucasus, one in Central Asia, three in Turkey, one in Greece, and one in Mesopotamia. In Central Asia (Tshardshui) the roots are only pressed; the further manufacture of licorice was formerly carried on at Elizavetpol (Caucasus), but this establishment was closed in consequence of the high price of fuel. The production of licorice is considered very profitable, as the root yields 30 to 40 per cent of licorice. The process of manufacture is very simple. The cost of harvesting the root is 10 kopecks per pood (\$0.14 per 100 pounds) paid to the natives, and 20 kopecks per pood (\$0.29 per 100 pounds) paid to the agents. At the present time some licorice root is being exported through the port of Archangel.

NEW STEAMSHIP LINES FROM NEW YORK.

[Commercial Agent E. C. Porter, New York, July 16.]

A report has been confirmed that the Marine Transport Service Corporation, 17 Battery Place, New York City, will shortly begin the operation of three separate lines of freight steamers out of New York.

One of the new lines is to run from this port via the Panama Canal to Los Angeles, San Francisco, Portland, Tacoma, and Seattle. The second is to be operated to South American ports. The third line will run to miscellaneous foreign ports wherever business offers.

The new service on this line via the Panama Canal and the Pacific Coast will be inaugurated before the 1st of August. It is understood that two steamers have been secured, and that negotiations are now being conducted for four additional steamers for this line. Further particulars will be furnished at a later date.

TRADE-EXTENSION WORK IN BRITISH HONDURAS.

[Consul William L. Avery, Belize, July 9.]

This consulate has been informed by the collector of customs at Belize that the imports from the United States have "kept up wonderfully well," but as British Honduras draws many supplies from the American market that were imported from European countries before the outbreak of war—foods, drugs, cottons, etc.—the favorable showing can not be properly credited to consular activity, though it is proper to state that modest efforts have been put forth.

It has been observed by the consular officer in this district that results of conversations with, or exhibits shown to, interested parties have produced favorable action (in the sense of orders being placed) many weeks or months, in some instances, after attention had been given to the subject.

During the quarter ended June 30, 1915, it is known at this consulate that some agricultural implements and machinery, some dress materials (novelties), and a concrete mixer have been ordered, or order "taken into consideration," after inquiry at the office.

The colony of British Honduras is small; revenue is falling; employment is restricted and scarce; and no wonderful results are likely to be reported while the Empire of which the colony is a part is engaged in war.

DISPOSITION OF SICILIAN ORANGE CROP.

[Consul Samuel H. Shank, Palermo, June 10.]

The main crop of oranges in Sicily is gathered from January to May, and therefore is practically finished for this year. There are still a few oranges being gathered, but of such inferior quality that they could not be exported.

There have been no shipments of oranges from this district since 1910 and, so far as my investigation shows, there probably will be none unless conditions change. Of course, it cannot be predicted what necessity may arise before the next crop is gathered. Should there be no European market open next season the growers might be forced to sell their product in America, but this would of necessity be at a price below cost. Such a contingency is not apt to arise, and it would seem that American growers need have little fear of successful competition from this district.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

The Bureau of Foreign and Domestic Commerce maintains branch offices in eight commercial centers, where business men may more readily avail themselves of the service of the Bureau. Reserved addresses in connection with "Foreign trade opportunities" and all lists of names offered in connection with articles published in *Commerce Reports* may be obtained from the nearest office by application in letter form. The list of offices follows: New York, Room 409, United States Customhouse; Boston, 752 Oliver Building; Chicago, 629 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Under special arrangements three commercial organizations cooperate with the Bureau and perform the same services as branch offices. These organizations are: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

Enameled ware, No. 17582.—An American consular officer in the East Indies reports that he has had numerous inquiries for the names and addresses of makers of enameled ware. The consulate should be supplied with catalogues and full information relative to enameled buckets, cooking utensils, pans, plates, cups, etc. Quotations should be made c. i. f. destination.

Wire, bars, tubes, nails, etc., No. 17583.—A commercial organization in the United States is in receipt of a letter from a firm in Spain which desires to establish commercial relations with firms in the United States which are in a position to export iron and steel wires, the latter for springs, metal springs for pianos; brass tubes for lamp manufacturers and electricians; all kinds of electrical supplies; sewing thread, on spools or in skeins; nails; notions; celluloid articles; and horn or paste-hair combs. The firm desires to export sardines in oil and all kinds of canned goods, rabbit skins, pine wood, wool in the rough, imitation jewelry, chloride of lime, pure carbolic acid (in 1 kilo flasks), and other products of the country. Correspondence should be in Spanish.

General agency, No. 17584.—A business man in Canada, who has had 18 years' experience in Japan with a large importing firm, wishes to get in touch with American manufacturers and exporters who desire representation in the Orient, especially Japan. He does not specify any particular line. References are given.

Textiles, window glass, chinaware, and cement, No. 17585.—A representative of a Belgian firm who has been doing business in South America has come to the United States with a view to securing an agency for textiles, window glass, chinaware, and cement. He states that he has had several years' experience in South America.

Machinery, No. 17586.—A firm in the United States is in receipt of a letter from a business man in Greece stating that he desires to purchase machines for cleaning and polishing rice. Catalogues and full information should be sent at once. The machines should clean and polish 50,000 kilos of rice per day.

Bronze powder, No. 17587.—An American consular officer in England reports that a firm in his district desires to receive samples and prices of bronze powder for lithographic printing. Quotations should be made c. i. f. destination.

Paper and stationery, boots and shoes, etc., No. 17588.—A firm in the United States writes that one of its clients in Brazil has just arrived in the United States and desires to confer with manufacturers and exporters of paper and stationery, leather boots and shoes, drugs and chemicals, chinaware, earthenware, and glassware, drapery, millinery and piece goods, provisions, oils, fancy goods, and perfumery.

Galvanized sheeting and piping, No. 17589.—An American consular officer in the East Indies requests catalogues, price lists, discount sheet, etc., of galvanized sheeting and piping to be sent to him at once. The grade of material should be particularly suited to withstand severe tropical weather.

Vulcanite fittings, No. 17590.—A firm in England informs an American consular officer that it desires to be placed in communication with manufacturers and exporters of vulcanite fittings for douches and syringes. Prices should, if possible, be quoted c. i. f. British ports.

Agricultural machinery, No. 17591.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a firm in Portugal stating that it desires to receive the names and addresses of American manufacturers of agricultural machinery, also the names and addresses of manufacturers of other lines of manufactured goods.

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STEAMER SCARCITY FOR CARRYING CANADIAN WHEAT CROP.

[Vice Consul Stanley L. Wilkinson, St. John, New Brunswick, July 15.]

Perhaps one of the most serious problems which the Canadian Government has under consideration, and one that will soon be taken up with the British Admiralty and the London authorities, according to authentic reports, is that of the shortage of ocean tonnage and the tying up of the Canadian export movement. The problem has lately become one of very pressing importance, owing to the impending harvest in Canada and the necessity of moving the immense crop expected. The general export business of the country in general has been seriously hampered since the outbreak of the war, due to the shortage of ocean tonnage on the Atlantic as well as the Pacific.

When it is considered that practically the whole of Canada is vitally interested in the movement of the new crop this autumn, as not only the railway systems, the shipping houses, and the financial concerns are involved, but also the whole Canadian people, it will be seen that the problem is momentous.

The total wheat yield in Canada last year was 158,000,000 bushels, while this year the estimated crop is over 200,000,000 bushels. This will require large ship tonnage for export.

Storage Facilities.

There is now a capacity of 168,000,000 bushels in the elevators of the Dominion, which will no doubt take care of the crop so far as storage is concerned. But there is only a capacity of 29,250,000 bushels in the elevators in the eastern inspection division (including Montreal, with a capacity of 7,400,000 bushels), as the large Intercolonial Railway Elevator at Saint John, New Brunswick, was burned during the last year, so that unless better facilities for export are forthcoming soon the crop from the west will have to be moved very gradually.

In view of this it is considered probable that there will be serious congestion of wheat at the ocean terminals by the end of September, and in this case the rail movement to the east will be held up. This may bring about an overflow of wheat on the western markets and

a consequent big drop in price. This will be the effect unless the Government succeeds in its present efforts to have some of the ships now on war service released, and every available tramp steamer pressed into service.

Freight Rates and Proposed Government Action.

The vessels not engaged on the King's business are reaping a rich harvest, as ocean freight rates are extremely high. The increased insurance rates on account of war risk are comparatively light compared with the increase in freight rates. If they go still higher, joint action it is said will be taken by the Imperial or Canadian Governments to requisition all available freighters for handling food exports from Canada at a fixed freight rate, with the Government assuming the risk of loss.

ENLARGED SERVICE OF GULF STEAMSHIP LINE.

[Commercial Agent E. C. Porter, New York, July 13.]

A controlling interest in the Seeberg Steamship Co. (Inc.) has been acquired by a Chicago firm, and the name of the company has been changed to the Caribbean & Southern Steamship Co. (Inc.).

This company is operating a regular service from the Gulf to West Indian and Central American ports with chartered steamers, and has also started a direct service between New York and Archangel, Russia. The latter service will be taken up by chartered steamers sailing from New York every 10 days.

The same company has also established a New York-Goteborg direct service, the first steamer sailing August 15. This vessel will be followed by others at intervals of one month, and the company believes that its trade will soon require two or more steamers.

The steamers which this company is now operating are all chartered. The company is considering the building of new steamers in American shipyards, to be operated under the Norwegian flag.

CHILE'S BUDGET ESTIMATES.

[Extract from the South Pacific Mail for June 17, transmitted by Consul General L. J. Keena, Valparaiso.]

The Government estimates of the State expenditure for 1916 have just been published, and are calculated at 196,215,040 paper pesos (\$32,702,506 U. S. gold, at 6 pesos Chilean paper to \$1 U. S.) and 72,776,725 pesos Chilean gold (\$26,563,504 U. S. gold). From this total, however, must be deducted nearly 30,000,000 paper pesos (\$5,000,000), which sum is reserved for the estimates of the projects of the Minister of the Interior and Finance for the Santiago waterworks, the new port works of Valparaiso and San Antonio, and for fresh naval equipment.

The State revenue for 1916 is estimated at 117,500,000 paper pesos (\$19,583,333) and 40,000,000 gold pesos (\$14,600,000). Of this sum the customhouse duties represent 67,000,000 paper pesos (\$11,166,666) and the export duties on nitrate and iodine 76,000,000 paper pesos (\$12,666,666). The nitrate receipts are calculated on a presumed export of 25,000,000 quintals, which represents a deficit of 55,000,000 paper pesos (\$9,166,666) as compared with the preceding year.

LEATHER TRADE IN SOUTHERN GERMANY.

[Consul Charles S. Winans, Nuremberg, June 24.]

The leather trade in Southern Germany is characterized by the latest reports as very stable, with prices high. The markets, during the past few days, have offered little choice in bottom leather, for the supply is not great. While strong under leather has been constantly demanded for military purposes, the lighter and middling varieties have been recently purchased by the shoe factories for private use. The stock of tanned under leather and linings has somewhat increased and supplies the demand, particularly for the lighter sort, more effectively and at prices more satisfactory to the purchaser. Cow leather is called for in regular quantities.

The trade in ordinary uppers was very moderate, calf leather being preferred. The sale of the better varieties of box leather has been satisfactory; that of horse leather has been negligible. Only small quantities of sheep leather have been sold, because the owners demand too high prices. Trade in the finer sorts of uppers has been normal. The sale of saddle leather has generally been active, but of leather for belts, furniture, and bookbinding unsatisfactory.

Trade in hides and skins has recently been poor. Price inflation still continues. Horsehides have recently been offered in greater quantities than were needed. Leather factories now show greater disinclination than before in the purchase of calfskins, rendering the prices more favorable to the purchaser. Large quantities of the lighter sorts can scarcely be sold. The heavier varieties attract more interest and mostly maintain their prices.

CONDITIONS IN CEIBA DISTRICT.

[Consul Walter F. Boyle, Ceiba, Honduras, July 7.]

Although at the beginning of the European war and for several months thereafter it could be said that the Ceiba district had suffered less than any district in Latin America, recently conditions have taken a turn for the worse, with the result that practically every business house in "overstocked" and short of the necessary cash to meet payments.

This condition is primarily attributable to the depreciation of the sol, or silver peso of local circulation, from 43 cents at the beginning of the war to 35 cents at the present time, with the tendency still downward. As all labor on the banana plantations and all contracts for bananas are made in sols and the money paid in sols has not been augmented, it follows that there is really 20 per cent less gold value in circulation in the district, the banana industry being the supporting industry. And as practically everything is imported and paid for in gold, the purchasing power of the district has been curtailed by money depreciation some 20 per cent—to which should be added the suspension, because of uncertain conditions in the money market, of all advance work by the several banana railroads and plantation interests, and a grasshopper pest that is still unchecked and has destroyed 35 per cent of the banana crop.

DEMONSTRATION OF ELECTRICAL APPLIANCES.

[Consul W. A. Bickers, Hobart, Tasmania, June 15.]

Arrangements are being made by the Hydroelectric Department of the Government of Tasmania to hold a practical demonstration of the economy and convenience of cooking, heating, and lighting by electricity. This demonstration will be given during October in the new auditorium, and every effort will be made to arouse the interest of the people, to whom admission will be free.

The object is to increase the uses of electricity by giving the people an opportunity of seeing the various uses to which it can be applied. As electricity will be much cheaper when the hydroelectric plant is completed, this demonstration is very opportune, as it will show many new ways in which electric power can be utilized in the home.

The Government is asking local firms who carry electrical appliances to cooperate in this work by furnishing the various appliances for the demonstrations. As this will be a great advertisement for such dealers, there is no doubt as to their participation.

Likewise this will be an unique opportunity for manufacturers to bring their goods to the notice of the buying public, and while without doubt many American electrical appliances will be displayed by local dealers, yet some additional displays by American manufacturers would prove to be of exceptional publicity value and also would bring our goods prominently to the notice of the buying public at a time when the demand for such goods will be on the increase. The demonstration is in charge of Mr. Butters, engineer in chief of the Hydro-Electric Works, Hobart, Australia.

CANADA'S FINANCES.

[Vice Consul Horace M. Sanford, Ottawa, July 12.]

According to a statement furnished by the finance department of Canada, up to the night of June 30, 1915, the total net debt of Canada is \$450,287,721, or \$18,000,000 more than in May last, and over \$130,000,000 more than one year ago. Temporary loans, including the war loans and Dominion notes, account for most of this. Temporary loans amount to \$100,540,350, as against \$8,273,333 last year. Dominion notes issued total \$152,100,372, compared with \$116,679,333 last year at this time.

The revenue and expenditure figures on consolidated funds are highly satisfactory. There is little variation from last year. On June 30, this year, the total revenue for the first three months of the present fiscal year was \$33,193,266, as against \$33,660,389 on the same date last year. For June last it was \$11,433,970, compared with \$12,088,228. The expenditure on current account for the three months was \$12,824,852, or a decrease of about \$200,000.

There is an increase of over a million dollars on capital account, the total for the past three months being \$5,320,144, more than half of which was paid out last month.

A representative of some large Argentinian and Brazilian fruit houses is in the United States making big purchases of fruit.

CANADA NEEDS CUTLERY.

[Consul Felix S. S. Johnson, Kingston, Ontario, July 13.]

The time seems opportune for American manufacturers of cutlery to secure a foothold in Canada, as jobbers find it difficult to obtain lines of European pocket cutlery, especially the heavier types of pocketknives. Prices of many lines have advanced considerably since the outbreak of the war and European manufacturers are accepting orders for future delivery on the understanding that these will be filled at the prices in effect at the time of delivery—which arrangement is not satisfactory to Canadian importers. Costs are going up, particularly in lower-priced cutlery.

The supply of the cheaper grades of celluloid for hafting has been severely curtailed since the French makers ceased to export any. Japan has been sending cheap celluloid of satisfactory quality, but the continuance of this supply is uncertain. Large orders from Canada for spring knives, scissors, and razors are being refused by English firms or held over indefinitely.

YORKSHIRE TOWN WITHOUT FIRE APPARATUS.

[Consul Homer M. Byington, Leeds, England, July 2.]

Recently the fine old English country estate of Healaugh Manor, near Tadcaster, was threatened with destruction by fire, but the Leeds Fire Brigade raced to the scene on their motor engine and, with the assistance of the York Fire Brigade (horse-drawn engine), which arrived later, succeeded in saving the main building. Tadcaster is 9½ miles distant from York and 14 miles distant from Leeds, but depends upon the fire brigades of these cities (summoned by telephone) in serious conflagrations. The Tadcaster Parish Council are reported to have considered the proposition of purchasing fire apparatus upon several occasions, but each time the scheme was rejected. This recent fire has again brought the matter to public notice, and American manufacturers of fire apparatus and appliances might wish to communicate with the local authorities with a view to interesting them in the purchase of the equipment so evidently needed. Correspondence should be addressed to the "Clerk of the Tadcaster Parish Council, Tadcaster, Yorkshire, England."

HAT MANUFACTURERS AND THE DYE SHORTAGE.

[The Textile Mercury, Manchester, England, July 10.]

The members of the British Felt Hat Manufacturers' Association have issued an intimation to the trade to the effect that owing to the difficulty and cost in procuring dyeing materials they are unable to guarantee exact shades and penetration or to guarantee colors to be fast. The circular adds: "Our regret to inconvenience the trade is accentuated by the fact that although in many cases the cost of dyeing materials is increased by several hundred per cent, yet it is impossible to continue on lines as before."

AMERICAN BUTTER IN SOUTH CHINA.

[Consul General George E. Anderson, Hongkong, June 14.]

The importation of American butter into Hongkong for supplying South China and its shipment via Australia are notable features of extraordinary conditions in Australia.

There is now coming from San Francisco to Hongkong via Sydney 10 tons of butter for the chief dairy products concern in Hongkong (the Dairy Farm Co., Ltd.). This is to be followed by 20 tons leaving San Francisco about June 20. Assuming that the butter shipped is up to standard and no unexpected change in the market here or in the United States intervenes these shipments will be followed by regular monthly shipments of something like 20 tons of butter. The imports of butter into Hongkong for supplying ships, for local consumption, and for distribution among the South China coast ports aggregate about 20 tons per month. Over three-fourths of this amount is imported by the concern mentioned, which has a practical monopoly of such cold-storage facilities in Hongkong as are adaptable to the dairy business.

Established Australian Trade—Effect of Drought.

Some years ago the import of American butter into Chinese ports generally was quite common. Later dairy product production in Australia was developed rapidly and with it a development of cold-storage freight facilities which enabled the Australian dairy interests to sell high-grade butter in this part of the world at much lower prices. The supply was regular and there was no danger of damage from transshipment or other break in cold-storage care of the cargo. Nevertheless, as protection against possible interference with Australian supplies Hongkong importers have kept in touch with American exporters of dairy products.

With the present disastrous drought in Australia there has not only been a marked advance in Australian butter, but there has been even a serious prospect of no supply coming to this market from Australia at any price. First-quality Australian butter advanced in Hongkong from 85 cents local currency ($38\frac{1}{2}$ cents gold) to 90 cents, then to \$1, and now to \$1.10 local currency, or substantially 50 cents gold per pound, and local dealers have been able to sell it at that price only because of advance contracts. Newspaper reports indicate that Australian butter of late has been selling in Hongkong lower than the price in Australia.

Roundabout Shipment Found Necessary.

The price obtainable in Hongkong some time ago passed the price at which butter could be profitably imported from the United States, but inquiry developed the fact that there was no cold storage available for shipments of American butter to Hongkong in sufficient quantities for this market. After considerable cabling it was finally arranged for the butter to be shipped from San Francisco to Sydney and thence to Hongkong. The weak spot in this arrangement is transshipment at Sydney, where there is great danger of the butter being injured by being taken out of cold storage in transfer from ship to ship. Of course this roundabout route with transshipment materially increases the cost of the goods delivered here. Under present

conditions there seems no doubt that, if direct shipments in cold storage could be made, a permanent hold on this market would again be secured by American butter. The trade is already material in volume and represents a steady demand for high-class product at a fair price.

American cheese, as heretofore indicated in COMMERCE REPORTS, has a good hold upon the Far Eastern market at present.

SOUTH WALES COAL-MINE PROFITS.

[Consul Lorin A. Lathrop, Cardiff, July 1; corroborated by cablegram, July 21.]

A certified return of coal-mine profits has been made public, from which it appears that coal owners within the South Wales coal field, raising 34,000,000 tons, and employing 122,000 men, secured profits in 1914 (after charging interest on bonds, etc.) averaging \$0.24 per long ton raised. In some detail figures are as follows:

Number of firms.	Profit per ton.	Number of men employed.	Output.
			<i>Tons.</i>
3	Under \$0.06	6, 106	1, 620, 000
12	\$0.06 to \$0.12	10, 547	3, 209, 000
4	\$0.12 to \$0.18	6, 331	1, 789, 000
6	\$0.18 to \$0.24	10, 756	2, 783, 000
10	\$0.24 to \$0.35	13, 545	4, 603, 000
8	\$0.35 to \$0.43	26, 720	8, 034, 000
2	\$0.43 to \$0.60	1, 420	433, 000
5	\$0.60 and up	18, 676	4, 802, 000
	<i>Loss per ton.</i>		
16	Under \$0.24	22, 305	5, 606, 000
9	\$0.24 and over	3, 648	781, 000
4	(a)	1, 670	344, 000

a Amount not given.

IRRIGATION PROJECTS IN ALBERTA PROVINCE.

[Consul Samuel C. Reat, Calgary, Alberta, Canada, July 6.]

The first irrigation district under the new provincial irrigation act was formed at Barnwell, west of Taber, Alberta, yesterday, when farmers owning 21,840 acres voted in favor of district as against owners of 960 acres against the proposition. This means the irrigation of 18,000 acres in the immediate Taber district.

This has been agitated for years. An extension of the system east of Taber may be carried out later. The rainfall in the immediate Lethbridge district for June was nearly 5 inches, the greatest since 1908. The precipitation was about the same over the entire southern country.

Irrigation projects in some districts of Alberta have been opposed by the farmers, because certain lands have not been benefited by irrigation. In the Brooks irrigation district the United Farmers of Alberta are contesting in the supreme court the right of the Canadian Pacific Railway to fix a price on certain tracts of lands in an irrigation district, because, it is alleged, the lands have not been improved by being included in the irrigation block.

PRIMARY MERCURIAL RESISTANCE STANDARDS.

Although electric light and power are to-day in almost universal use, the average consumer pays little attention to the manner in which the amount of his bill is determined.

He knows that his consumption of current is reckoned from his meter, but he does not know how his meter was originally adjusted or how it is checked from time to time to determine whether its indications are correct. Only in rare instances does he know very much about the electrical units in terms of which his measurements are expressed, and still less concerning the fundamental electrical units to which these measurements are referred.

These fundamental units, the ohm (the unit of resistance), the ampere (the unit of current), and the volt (the unit of electromotive force), were defined by the International Congress on Electrical Units and Standards (London, 1908), and have since been internationally adopted.

The Bureau of Standards, Department of Commerce, has just issued a publication by F. A. Wolff, M. P. Shoemaker, and C. A. Briggs, dealing with the construction of four standard ohms.

This unit was defined by the London Congress as the electrical resistance offered to an unvarying electric current by a column of mercury at the temperature of melting ice, 14.4521 grams in mass, of a constant cross-sectional area and of a length of 106.300 centimeters. The work done at the Bureau of Standards consisted in the construction of material standards representing the unit realized in the form of mercury columns in glass tubes, and the work involved measurements of the highest accuracy of the length, the departure from uniformity of the cross section, and the mercury content of each tube, as well as their comparison with working standard. All measurements had to be made at the melting temperature of ice prepared from specially purified water which was used in order to avoid any temperature uncertainty due to possible impurities in the ice.

Electrical comparisons of the four standards showed the average deviation of their individual values from their mean value to be less than one one-hundred thousandth of an ohm.

England, Germany, France, Russia, Japan, and the United States now have mercury standards of resistance which all agree to a high accuracy.

Similarly accurate work has been done at the Bureau with regards to the ampere and the standard volt, so that the public can be assured that the electrical standards maintained at their national standardizing laboratory are of an accuracy far exceeding any commercial requirements.

CHILEAN TRANSPORT AS MERCHANT VESSEL.

[Consul George K. Stiles, Tenerife, Canary Islands, June 11.]

The extreme scarcity of carriers and the anxiety of certain South American States to maintain commercial connections supplying indispensable articles was strikingly emphasized here to-day when the Chilean transport *Maipo*, belonging to the Chilean navy, reached this port, bound for Valparaiso, and carrying a full cargo of Cardiff coal and general merchandise loaded at Corunna, Spain; tonnage of vessel, 3,186 tons; number of crew, 69; Capt. Diaz Palacios.

JUTE RECEIPTS AT DUNDEE.

[Dundee dispatch in Glasgow Herald, July 8.]

The raw jute importation season has now almost reached completion. The arrivals total 1,302,000 bales, compared with 1,108,000 bales during the same period of last season. With the exception of season 1912-13, when 1,413,000 bales were imported, the present receipts are the largest since season 1906-7, when 1,360,000 bales were imported. The importations of Calcutta gunnies are quite a record. For the first six months of the year 18,500 bales have been landed here, compared with 8,400 bales during the first half of last year.

The price quoted for first marks for August shipment was £24 10s., with September at £23 (\$112), and no buyers. The first offers of new crop were made for July shipment, native Daccas being mentioned at £27 (\$131.40) and diamond T grade assortment at £29 12s. 6d. (\$144.17). Old crop was more or less nominal at £23 for June-July.

ASBESTOS DEPOSITS IN WEST CHINA.

[Consul E. Carleton Baker, Chungking, May 3.]

Valuable asbestos deposits have been found in this Province near the city of Pachow. As the asbestos appears to be of good quality and the price is very low the possibilities of direct exportation to the United States may be of interest to certain American dealers at this time.

A sample is forwarded [and will be loaned on application to the Bureau of Foreign and Domestic Commerce]. The mining expenses and cost of carriage to Chungking amount to about 75 cents United States currency per 100 pounds. The production and exportation of this article is to a part of the industrial work for boys carried on under the direction of Rev. W. B. Williston, of the China Inland Mission at Pachow, Szechwan Province, China, to whom communications in this regard may be addressed.

NEW COAST-TO-COAST LINE.

[Commercial Agent W. B. Henderson, Seattle, Wash., July 13.]

A new steamship company, to ply in the Pacific coast trade and to points on the Atlantic coast, has recently been organized with headquarters at Portland, Oreg. The company has already placed the steamship *Edison Light* in the trade, which loaded its first cargo for Los Angeles, San Francisco, and Seattle, and sailed July 10. This sailing is to be followed by a new steel steamer, *Walter D. Noyes*, on or about July 27 with a general cargo for the same ports. It is thought that the company will also have the *George Hawley*, companion ship to the *Edison Light*, which will probably go on berth at Philadelphia about September 1, and, if the volume of business justifies, sailings will continue at 30-day intervals thereafter. No definite decision has as yet been made as to regular schedule, but it is expected by the owners to perpetuate the line if the tonnage warrants it.

AMERICAN VESSELS AT PORT OF HAVRE.

[Consul John Ball Osborne, Havre, France, June 3.]

All signs point to a remarkable revival of activity of the American merchant marine in foreign trade. With the arrival of the *Vigilancia* yesterday there are now three American steamers in port (not including the *Dacia*, which was brought here as a prize of war), which is apparently without a precedent in the records of the Havre consulate, so far as steam navigation is concerned. I understand that the *Vigilancia* was one of the first ships built in the yards of Roach & Sons, of Chester, Pa.

The first American steamer to visit Havre was the *United States*, of New York, which entered June 24, 1848. It was a vessel of 1,857 tons burden and carried a crew of 66, of whom 61 were Americans. Its cargo was cotton, ashes, vanilla, etc. In the early fifties the steamers *Franklin* (2,184 tons) and *Humboldt* (2,101 tons), each having an all-American crew of 80 men, plied regularly between Havre and New York, carrying passengers and bringing much American cotton. The *Franklin* was wrecked in 1854 off Long Island and the *Humboldt* was wrecked near Halifax in November, 1853.

Vessels of the Civil War Period.

Before and during the American Civil War the trans-Atlantic passenger service between Havre and New York was maintained by several steamers, including the *Fulton* (2,308 tons) and the *Arago* (2,240), which were put into commission by the New York & Havre Steamship Co., and, subsequently, by the *Adriatic* (4,145 tons), *Vanderbilt* (3,360), *Ocean Queen* (2,802), *Illinois* (2,123), *North Star* (1,868), *Northern Light* (1,768), and the *Ariel* (1,298). Most of the last-named vessels were operated by the North Atlantic Co. All of these steamers were propelled by paddle wheels and walking beams.

The consulate records fail to show, however, that any three of these steamers were ever in this port simultaneously. At that early period, however, it was not unusual to see 50 to 60 American sailing ships at Havre at one time. The maximum number of American vessels entering Havre in one year was attained in 1861 with a total of 417. Of late years arrivals have been rare. Even including sailing ships, there have not been three American vessels in port at once since February, 1894, and there were no arrivals in the calendar year 1912 or 1913.

Early Service Under French Flag.

The first steamship service between Havre and New York was carried out by a French line operating the steamers *Union*, *Philadelphia*, *New York*, and *Missouri*. The first departure from Havre was on July 21, 1847. The price of first-class passage was 1,000 francs (\$193); second cabin, 500 francs (\$96.50); and third class, 300 francs (\$57.90).

The immediate predecessor of the Compagnie Générale Transatlantique (French Line) inaugurated its service between Havre and New York with the *Washington* on June 15, 1864. This steamer made the trip across in 13½ days. It was followed by the *Lafayette* and the *Europe*, in 1865, the latter making the crossing in 11½ days.

All of these steamers of the early French Line were paddle-wheel boats. In 1866 the French Line put the *Pereire*, its first screw steamer, into commission. With this and the *Ville de Paris* (screw), the *Napoleon III* (paddle wheel), and the *St. Laurent* (screw), the company maintained a fortnightly service between Havre and New York.

SPECIAL TYPE OF SOUTH AMERICAN VESSEL.

With reference to the new Peruvian Steamship Line between Baltimore, Md., and the West Coast of South America, which was fully described in COMMERCE REPORTS for July 9, 1915, Consul Thomas W. Voetter, of Antofagasta, Chile, makes the following comment on the type of vessels employed:

The *Mantaro* has a construction quite different from steamers which usually visit the Atlantic coast, and it might be well to call the attention of American shipbuilders and architects to the arrival of this boat at Baltimore in order that they may inspect it.

The vessel is of the type used by both Chilean and Peruvian lines on the West Coast of South America, and in the arrangement of side hatches for loading into lighters, outside staterooms, with saloon and dining room on upper deck, some features are offered which may interest shipbuilders who contemplate building boats for quiet waters or for cargo service where lighters are to be used.

At this time I note that the Chilean "Cia. Sud Americana de Vapores," with head office at Valparaiso, has accumulated a very large reserve fund, and it is occasionally rumored that this sum is to be invested in new ships.

AREA OF RUSSIAN BEET PLANTATIONS.

[Consul General John H. Snodgrass, Moscow, June 3.]

According to the Russian Excise Department the total area sown to beet on May 1, 1915, outside of the Polish Provinces, is estimated at 1,836,737 acres, of which 711,841 acres are taken up by plantations belonging to sugar factories and 1,124,896 acres belonging to planters.

It is proposed to sow beets in the province of Tamboff, where 6,952 acres will be utilized by the sugar factories and 1,825 acres by planters. This will make the total area sown to beet this year 1,845,367 acres, against 1,859,700 acres in 1914. If the area sown to beets in Poland is included, the total area of last year amounted to 2,026,587 acres. This year the beet plantations in Poland extend over 23,814 acres already sown and 5,265 acres to be sown; if this is added to the total area sown to beets this year, the decrease in the total area as compared with that of last year is 152,141 acres. In Poland the area has decreased six times, owing to war conditions. In the southwestern district also the area has been reduced. On the other hand, in the central Provinces, the area sown to beets has increased by 22,693 acres and in the eastern district by 8,718 acres.

A 20,000-acre rice field is planned for the Sacramento Valley, Cal., next year.

HIGHER ENGLISH WOOL PRICES.

[Consul C. M. Hitch, Nottingham, June 23.]

The sheep shearing season in this district has closed, and already large quantities of wool have been offered for sale. The reports indicate that the wool is somewhat lighter than in previous years, which is thought to be due to improper care and feeding during the past winter, owing to the scarcity of farm labor. While the clip may be lighter than in previous seasons, the farmers have realized considerably more money by reason of the sharp advance in price.

The fourteenth annual wool sale at Skeaford, in Lincolnshire, was held on June 19. Something over 13,000 fleeces were sold, weighing approximately 364,000 pounds. The average price obtained was 50 per cent more than the same qualities brought in 1914. The lowest price was 37 cents per pound, as against 25 cents in 1914, while the highest quality realized 44 cents per pound, against 30 cents per pound in 1914.

On June 21 annual sales were held at Horncastle and Loughborough. At the latter place 10,000 fleeces were placed on the market. The prices realized were equally as good as those obtained at Sleaford.

At the annual sale held in Leicester on June 22, 12,000 fleeces, weighing 336,000 pounds, were offered for sale. The prices ranged as high as 42½ cents per pound, against 30 cents per pound in 1914.

The annual wool sale for Nottingham will be held in the market place on June 25, when 365,000 pounds will be offered for sale. Many bidders will be on hand, and high prices will doubtless be realized.

Merchants and business men point to the sharp advance in the price of the raw material as a sure indication that clothing and all woolen goods will bring a much higher price next season. If the same percentage of increase is demanded for the manufactured goods, the people will be paying 50 per cent more for clothing next year than they are now paying.

[Consul Augustus E. Ingram, Bradford, England, June 24.]

Bradford Wool Notes.

The English wool sales commenced recently, and prices are on a higher basis than was expected. In spite of the absence of American purchasers, competition has been very keen. Indeed, it is said that it is certain to be one of the best years for farmers. At the Colchester sale last week the bidding was unusually spirited, one large Bradford firm, hitherto unusually associated with mohair, forcing prices to a level regarded by many as too risky for them. The outlook for luster wools is not considered as good as for Downs and Shropshires. Storing the domestic clip in Bradford is likely to constitute a problem on this occasion which may have a restraining influence on buyers. The railway companies have intimated that they will not warehouse home-grown wools, as they have done in the past, and in some cases it is said they have declined to carry wool from the country unless an assurance is given to promptly remove it from the stations on arrival in Bradford.

The most striking feature of the market now is the very strong demand for merino tops, despite the great advance in price. As a local market report says—

Instead of top makers making quotations, would-be buyers are in competition with each other, making bids for delivery dates as early as possible, and for merino tops they are well into 1916. * * * It is stated that this bidding has resulted in prices being paid for 64's tops which are getting very near to the 42. (97 cents) basis, and it is believed that price will soon be reached. * * * Spinners are having orders for botany yarns forced on them which compels them to make provision for future needs, for, so far as one can see, the demands of the combing industry at this center for a very long period are bound to be in excess of its productive capacity. * * * No man dares to predict what will be the high-water mark for prices of merino tops, and there is such a degree of excitement that traders would do well to make a serious effort to prevent it developing into a state of panic.

It is stated locally that the cause for this great increase in prices is not due to any shortage of raw material but to the limited output in the combing department of the trade.

This demand for wool tops, and also yarn, offers an opportunity in this market for American firms. As stated in the *Yorkshire Post* of June 23, it is reported that American tops and yarn are now on their way to this country. It has not been possible, however, to obtain any confirmation of this report, though it is learned that American firms have been submitting samples.

Another serious feature of the local situation is the unusually dry weather for some weeks. Not only is the drought affecting crops, especially the hay crop and pasturage generally, but the shortage of water is likely, unless rain comes speedily, to affect the industries of the city. Local factories are drawing to the full extent on the water supply and their needs will be great for some time. There is less water in the reservoirs than for some years.

ALL-WATER TRANSPORTATION TO BIRMINGHAM.

[Special Agent Garrard Harris.]

The recent completion and opening of Lock 17 on the Warrior River in Alabama has made Birmingham a "seaport," as the newspapers assert. The city is less than 20 miles from the head of slack-water navigation, and preparations are being made, it is said, to build a short railway line to the river port. Shipments are now being made direct from New York to Birmingham via Mobile by water. The Mallory Line steamers now deliver to the river steamboats and barges. Tuscaloosa, Ala., is also receiving considerable freight by the all-water route.

Much pig iron and other heavy freight is to be shipped via the river route to tidewater. Shipments of coal down the river in volume have already begun, and exportation to Central America has started. The coal trade, however, is hampered at this time by the high rates for tonnage for ocean shipments.

The Swedish milk cans used in Argentina hold 50 liters (13½ gallons) and are made of one piece of metal, no soldering being visible except where a plate of metal is fastened to the bottom of the can.

GENERAL IMPROVEMENT IN EXPORT OF MANUFACTURES.

Increases were the rule and decreases the exception in the May, 1915, export trade in manufactures. An analysis of the foreign trade based on the "Summary of Foreign Commerce" for May, just issued by the Department of Commerce, shows large increases in exports of refined sugar, iron, and steel manufactures, packing-house products, leather goods, automobiles, cotton goods, woolen goods, chemicals, cottonseed oil cake and meal, and nearly all classes of metal goods except copper. The more important exceptions to the rule of increased exports when compared with May last year are as follows: Pig copper, off about 15 per cent; boards and planks, off 50 per cent; naval stores, off 30 per cent; agricultural implements, off 30 per cent; and electrical apparatus, off 10 per cent.

The total values of exports of leading articles of domestic manufacture during May, 1915, compared with May of last year, are as follows:

ARTICLES WHICH INCREASED.

Classes.	May, 1914.	May, 1915.	Classes.	May, 1914.	May, 1915.
Iron and steel manufactures	\$19,700,000	\$26,500,000	Oil cake and meal....	\$900,000	\$1,800,000
Refined mineral oils..	12,600,000	12,800,000	Paper and manufactures of.....	1,600,000	1,700,000
Flour	4,300,000	9,800,000	Rubber manufactures	1,000,000	1,500,000
Explosives	400,000	8,600,000	Film and photogoods	800,000	1,400,000
Leather manufactures other than boots and shoes.....	3,600,000	8,500,000	Lead manufactures.....	200,000	1,400,000
Cotton goods	4,000,000	6,800,000	Paraffin and wax.....	400,000	1,300,000
Commercial automobiles	100,000	6,600,000	Patent and proprietary medicines.....	600,000	900,000
Passenger automobiles	2,900,000	4,000,000	Nickel.....	600,000	900,000
Brass, and manufactures of.....	500,000	4,100,000	Paints and varnishes.....	700,000	800,000
Cars and carriages	1,100,000	3,400,000	Wool clothing.....	100,000	600,000
Cottonseed oil	1,000,000	2,400,000	Wool manufactures, other.....	300,000	700,000
Zinc manufactures	42,000	2,500,000	Soap	400,000	500,000
Refined sugar	200,000	2,300,000	Surgical instruments and appliances.....	200,000	300,000
Boots and shoes	1,300,000	2,100,000	Clocks and watches.....	200,000	300,000
Cheese	26,000	1,800,000	Tin manufactures.....	200,000	300,000
Binding twine and other fiber manufactures	900,000	1,800,000	Aeroplanes.....	5,000	200,000

ARTICLES WHICH DECREASED.

Classes.	May, 1914.	May, 1915.	Classes.	May, 1914.	May, 1915.
Copper manufactures.....	\$11,700,000	\$9,800,000	Timber.....	\$800,000	\$400,000
Boards, etc.....	4,700,000	2,200,000	Tobacco manufactures	500,000	500,000
Electrical goods	2,000,000	1,800,000	Earthenware, etc.....	300,000	200,000
Agricultural implements	2,200,000	1,700,000	Alcoholic beverages.....	300,000	300,000
Naval stores.....	1,600,000	1,100,000	Musical instruments.....	300,000	200,000

"Studies on Fruit Juices," just issued by the Department of Agriculture as bulletin No. 241, is of interest only to those concerned in the commercial manufacture of fruit juices. It treats of cold storage, sterilization in carbon dioxide, etc., and may be had for 5 cents from the Superintendent of Documents, Washington, D. C.

BARBADOS SUGAR YIELD.

[Consul Chester W. Martin, Barbados, British West Indies, July 7.]

The Barbados cane crop for 1915 is practically harvested and the estimated production of sugar is 22,000 tons of dark crystals, 15,000 tons of centrifugal muscovado, 200 tons of muscovado, 30,000 puncheons of syrup, and 16,000 puncheons of molasses.

The average local price has been \$3.60 for crystals, \$3.30 for centrifugals, and \$3 for muscovado; syrup, 20 cents per gallon, with 4 cents additional for package; molasses, 15 cents per gallon, with 4 cents for package.

On account of extreme drought during the early part of the growing season the production is about 8,000 tons below the average.

The weather conditions have been exceptionally favorable so far this season for the crop to be harvested next year, and with continued good weather the island should produce nearly double the one just harvested.

MAKING GAS TUBING OUT OF GLUE.

[Scientific American, July 10.]

Successful attempts have recently been made to manufacture a substitute for rubber tubing out of masses of solidified glue. These tubes, whose trade name is "Sonjatin," are even better than those of rubber for certain purposes, since they are more impervious to gases and more resistant to heat. It is also claimed that they do not grow rotten so quickly as rubber and that when incased in a suitable envelope they will withstand high pressure.

Moreover, they are very cheap, gas tubes of the new material costing only 60 pfennig per meter (4.35 cents per foot). The inventor is Prof. J. Traube, and he states that they are peculiarly suited for conductors of petroleum and gasoline as well as gases. However, they are attacked by water, which, obviously, limits their uses.

DECLINE IN TIMBER SHIPMENTS THROUGH BORDEAUX.

[Consul George A. Bucklin, jr., Bordeaux, France.]

Statistics of construction timber entered through the port of Bordeaux for the five years ended December 31, 1914, indicate a falling off of about 50 per cent in 1914 from the preceding year. The greatest loss in quantity of timber was in shipments from Finland and Petrograd, which dropped from 2,071,575 cubic feet in 1913 to 611,160 cubic feet. Sweden, with a much smaller average amount supplied, had about the same percentage of decline. Austria-Hungary sent only about one-seventh of the usual quantity. Decline in shipments from the White Sea was from 1,378,410 cubic feet to 958,815, a loss of about 30 per cent, while the United States dropped 44 per cent from 943,965 to 527,835 cubic feet. The American shipments were of pitch-pine timber.

To promote immigration the Territorial government of Hawaii has appropriated \$100,000.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Hardware and tools, No. 17592.—An American consular officer in the East Indies reports a possible market for the sale of light hardware and tools. The consular officer desires to receive catalogues, price lists, etc., relative to hammers, screws, axes, etc.; also a style of knife used for tapping rubber trees. He states that manufacturers of plantation tools should investigate the market.

Insulating material, No. 17593.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a merchant in Spain stating that he desires to receive offers for rubber bands for covering copper wire similar to the sample which may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Nail brushes, No. 17594.—An American consular officer in England reports that a firm in his district is desirous of being placed in communication with manufacturers and exporters of nail brushes to sell for about 2 or 3 cents each. Prices should, if possible, be quoted c. i. f. British ports.

Cabinet clocks, No. 17595.—An American consular officer in the East Indies invites attention of manufacturers to an opportunity for the sale of medium-priced cabinet clocks in his district. The clocks should be from 2 to 3½ feet high, fancy cut wood, with various designs of figures mounted on the top, and imitation veneered oak, for both hanging and shelving. Catalogues, price lists, etc., may be forwarded to the consular officer. Prices should be quoted c. i. f. destination.

Glass bottles, No. 17596.—An American consular officer in England transmits a letter from a business man in his district, who desires to communicate with manufacturers of glass bottles to be used by druggists and chemists. He states that he is willing to pay cash against bill of lading.

Hoop iron, No. 17597.—A machinery merchant in India informs an American consular officer that he desires to form commercial relations with American manufacturers of sheet-iron straps for hooping tea chests. Sizes required are ½ inch by 22 to 24 gauge, and ¾ inch by 28 gauge. The hoops should be packed in rolls of 56 pounds. The man also desires hooping for baling jute. This hooping should be 1 inch by 16 gauge, extra strong, and in all cases varnished. Quotations should be made c. i. f. destination. Correspondence may be in English.

Enamel ware and galvanized ware, No. 17598.—An American consular officer in England reports that a firm of import and export merchants in his district is in the market for enamel ware, galvanized ware, and general household utensils. Lowest prices and full information should be sent at once.

Stoves and ranges, No. 17599.—An association in New Zealand informs an American consular officer that it is in the market for gas stoves and coal ranges. Catalogues and full information should be sent at once. Quotations should be made f. o. b. steamer at port of shipment.

Toilet paper, No. 17600.—An American consular officer in Wales states that a department store in his district desires to communicate with American exporters of toilet paper. The firm has been paying \$5.59 per case of 144 rolls for the cheap grade, retailing at 7 cents per roll; \$6.57 per gross for medium grade, retailing at 9 cents per roll; and \$8.27 for the best grade, retailing at 10 cents per roll. It is stated that these prices are subject to a cash discount of 2½ per cent 30 days and 36 cents per case allowed for transportation from London. The firm states that if prices are right it will be in a position to take from 5 to 10 case lots per month. Quotations in English currency, c. i. f. destination, Cardiff, or London, should be accompanied by samples. Samples of the paper desired may be examined at the bureau or its branch offices. The consular officer also transmits the names of other dealers in this commodity.

Coke, No. 17601.—A commercial representative of a foreign government in Washington, D. C., reports that he is in receipt of requests for the name and addresses of American exporters of coke. Large quantities are desired.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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No. 172

Washington, D. C., Saturday, July 24

1915

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EXTENSION OF TIME FOR BIDDERS ON THE "SURVEYOR."

The Superintendent of the U. S. Coast and Geodetic Survey announces that the date of opening proposals for the construction of the steamer *Surveyor* has been changed from August 10 to August 25 in order that shipbuilders may have more time for preparing their bids.

FLAX INDUSTRY IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 22.]

Much is being done this winter to improve the conditions surrounding the flax industry in New Zealand. Many of the old flax mills are being brought up to date and modern appliances and machinery are being provided for its cultivation. One new flax mill is to be built at a cost of \$48,665. The exports for 1913 amounted to 28,092 tons.

BUREAU'S SERVICES FOUND VALUABLE.

An Argentine commission agent, who lately came to the United States to secure agencies to take the place of European connections formerly held, writes as follows to the New York branch of the Bureau of Foreign and Domestic Commerce:

It may interest you to know that I have made a few splendid connections similar to my former European lines, and which I expect to make a success in South America. The purpose of this letter is to thank you again for the courtesy extended to me by you and your office, and for the help and kind assistance you have offered me at my various visits. I certainly feel indebted to you, and if by any chance I can be of assistance to you in my territory I would consider it a pleasure to reciprocate your kind assistance.

The average price of petroleum in the United States was \$0.806 per barrel in 1914, or \$0.148 less than in 1913. The decline has continued, the average price being probably 10 to 12 per cent lower than last year. Exports, however, are becoming more normal.

EXPOSITION AWARDS TO DEPARTMENT OF COMMERCE.

The following is the list of awards made by the superior jury to the bureaus of the Department of Commerce having exhibits at the Panama-Pacific International Exposition:

Social economy: For the study, investigation, and betterment of social conditions, grand prize.

BUREAU OF FOREIGN AND DOMESTIC COMMERCE—Social economy: Government promotion of industry, gold medal.

BUREAU OF STANDARDS.—Education: Scientific investigations, medal of honor. Social economy: For the governmental promotion of industry, grand prize. Liberal arts: Photos, transparencies, etc., gold medal; Taylor Instrument Co., Rochester, N. Y. (development and high quality of laboratory apparatus), medal of honor. Liberal arts: For apparatus and methods for precise physical measurements, grand prize. Liberal arts: Educational demonstration of methods and apparatus for enforcement of Federal radio laws, silver medal; methods of testing structural materials and apparatus used therefor, medal of honor. Transportation: Radio apparatus, medal of honor. Manufactures: For ceramic investigations, medal of honor. Machinery: Electrical laboratory apparatus, medal of honor. Mines: Metallurgical research apparatus and results, gold medal.

BUREAU OF NAVIGATION.—Transportation: Radio apparatus, medal of honor; educational demonstration of methods and apparatus for enforcement of Federal radio laws, silver medal.

COAST AND GEODETIC SURVEY.—Education: Scientific investigations, medal of honor. Liberal arts: Chart and publications, medal of honor. Liberal arts: Instruments for and methods of surveying and for predicting tides, grand prize.

BUREAU OF LIGHTHOUSES.—Transportation: Collective exhibit, medal of honor.

BUREAU OF THE CENSUS.—Social economy: Statistics and methods and machines employed in the collection and tabulation of statistics, grand prize. Liberal arts: illustrations in census report, honorable mention. Agriculture: Statistics pertaining to agriculture, medal of honor.

BUREAU OF FISHERIES.—Horticulture: Exhibit of live fish and other aquatic animals, grand prize. Education: Scientific investigations and publications relating to fisheries, medal of honor. Manufactures: Fishing equipment and products, and Alaskan furs, gold medal. Agriculture: Aquaria and apparatus for propagating and rearing aquatic animals, medal of honor; methods of preserving fish and fishery products, silver medal.

The following officers of the Department of Commerce have been awarded silver medals as collaborators in connection with the exhibits of the Department of Commerce at the Panama-Pacific International Exposition at San Francisco, Cal.:

Dr. George C. Havenner, chief clerk and superintendent, the department's representative at the exposition, who was in charge of the installation of the department's exhibits.

BUREAU OF STANDARDS:

Dr. E. B. Rosa.
Dr. C. W. Waldner.
L. A. Fischer.
Dr. G. K. Burgess.
Dr. A. V. Bleiminger.

B. McCullom.
Dr. H. L. Curtis.
Dr. F. A. Wolff.
I. G. Priest.
H. W. Bearce.

Dr. G. A. Olshausen.
Dr. P. G. Agnew.
H. B. Brooks.
F. A. Kolster.
P. H. Bates.

BUREAU OF THE CENSUS:

W. L. Austin.
C. S. Sloane.

E. M. La Boiteaux.
O. L. Clevon.

E. A. Nelson.
Eugene F. Hartley.

BUREAU OF FOREIGN AND DOMESTIC COMMERCE:

Nicholas Echardt, jr.

BUREAU OF FISHERIES:

Irving H. Dunlap.
Robert S. Johnson.
Leighton G. Harron.
George A. Schneider.

William P. Sauerhoff.
Alaska Packers' Association.
William Mills & Son.

Abercrombie & Fitch Co.
F. E. Thomas.

BUREAU OF LIGHTHOUSES :

George R. Putnam.

John S. Conway.

H. B. Bowerman.

Jos. T. Yates.

H. W. Rhodes.

COAST AND GEODETIC SURVEY :

W. E. Parker.

J. H. Hawley.

BUREAU OF NAVIGATION :

Benjamin E. Wolf.

Valentine F. Greaves.

BIRMINGHAM JEWELRY INDUSTRY BEING CRIPPLED.

[Consul Samuel M. Taylor, Birmingham, England, June 30.]

The jewelry-manufacturing industry of Birmingham is being crippled because so many of its skilled workmen are drawn to factories working on Government orders. Most jewelers and silversmiths have lost 50 per cent of their forces, and further losses are expected.

The trade in cheap jewelry is good and getting better. Novelties in silver and 9-carat gold have a ready sale, and many manufacturers have good business on hand. Expanding bracelets are in demand, as are lockets, wedding rings, signet rings, and dress rings selling at about \$25. Novelties in wristlet watches for soldiers are also widely sold.

Those who are in the cheap gilt business have difficulty in getting supplies of gilding metal. This is also true of the plate manufacturer. The cheaper electroplate is in fairly good demand, and many plants have orders to the full extent of their capacity. The cheap spoon and fork trade is fairly busy. Here also firms have great difficulty in getting their metal rolled. In all lines the bulk of the orders come from the large industrial centers.

Exports Much Smaller Than Normal.

The British Government Board of Trade returns show the export of plate and plated and gilt wares to be less than 50 per cent of the normal, though the official figures deal with only a comparatively small section of the overseas trade. Last month the value of the shipments was returned as \$180,951, compared with \$371,046 in May, 1914, and \$465,349 in May, 1913. For June the value was returned as \$213,615, compared with \$387,753 in June, 1914, and \$433,649 in June, 1913. For the first six months of the year the figures were \$1,043,996, compared with \$2,090,906 and \$2,403,886 in 1914 and 1913, respectively.

TRANSPORTATION OF FREIGHT FROM VLADIVOSTOK.

[Consul General John H. Snodgrass, Moscow, Russia, June 23.]

In view of the fact that at present Vladivostok is almost the only Russian port that has direct communication with other countries for private imports and exports, it has been proposed to organize the transportation of goods from this port, not only by rail, but also by the water route, i. e., to transport large shipments, including cotton, by the Amur River.

However, the question of utilizing the Amur River for transporting freight from Vladivostok meets with considerable difficulties. The river at present can not be used by ocean steamers, because its depth in some places does not exceed 16 or 17 feet, while the depth required by ocean steamers is 24 feet. The necessary transshipment on smaller steamers would cause considerable difficulties and delay, and possibly deterioration in the goods. Moreover, there is an insufficient number of ships available for navigation on the Amur.

COAL SITUATION IN BRAZIL.

[Consul General A. L. M. Gottschalk, Rio de Janeiro, June 9 and 22.]

There is perhaps no class of correspondence which reaches this consulate general so frequently nowadays as that coming from owners of coal properties or from coal merchants in the United States, who have heard of the great scarcity of coal in Brazil and who desire to sell American coal mines to Brazilian capitalists or to market American coal here.

To all such inquirers there is only one sort of reply that can be made, viz, that while a great scarcity of coal for steaming purposes does really exist in Brazil, and has existed here since the late summer of 1914—a scarcity so great that as much as \$15 (United States currency) per ton has been paid on the Rio de Janeiro market—sales are being made by persons who have taken the time and trouble to learn the details of the business, who have been willing to invest the necessary money, and who are provided with representatives on the spot.

Freight Charges—Coal Properties Not Wanted.

Nor is the price paid so high as it may seem to the American merchant removed from the seaboard. Much of it is absorbed in freight, which, owing to the scarcity of American bottoms, has reached such figures as \$9.25 to \$10.25 per ton, payable in advance in the United States, instead of as formerly on delivery of the cargo at the foreign port.

There is absolutely no hope, under present circumstances, of disposing in Brazil of any American coal properties. The financial situation in Brazil is still precarious, and no Brazilian capital is seeking outlets in the United States. Those who are interested in coal here are interested in selling coal, and in selling it for the highest possible price and with the largest possible commission attached.

Receipts of Coal at Rio de Janeiro.

Imports of foreign coal into Rio de Janeiro, the chief distributing point for the whole country, during the first five months of the last two years have been (in metric tons of 2,204.6 pounds) :

Months.	American coal.		British coal.	
	1914	1915	1914	1915
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
January	21,328	10,456	77,176	51,531
February	25,419	17,289	86,779	30,468
March	11,388	11,865	93,905	47,132
April	9,458	29,986	59,490	52,422
May	15,023	52,147	62,065	40,172
Total	82,616	121,742	379,415	221,746

The foregoing table shows convincingly that a comparison between British and American coal imports during the partial years 1914 and 1915 redounds distinctly to the advantage of the latter—British coal imports having decreased by 157,669 metric tons and American coal imports having advanced by 39,127 metric tons. Observable also from the imports is what appears to be a shrinkage in the coal-

consuming power of the country. This, however, is due simply to the decreased amount of merchant-marine traffic since the beginning of the European war, as well as to the enforcedly economical use of coal by reason of its high prices.

Why British Coal Leads.

Cardiff and Newcastle (British) coal has held the market here in past years. This has been owing largely to the efforts of certain domiciled British firms, one or two of which control the output of large Welsh coal mines, and which appear to have conducted their business with a dignified regard for the good name of their product. The general feeling has been created here by these firms that no coal could possibly be the equal of the Cardiff for steaming purposes, and that American coal in general was unfit for use by reason of its not being properly "screened" and because of its greater friability.

I do not know of any concrete cases, but I have reason to believe that, while the great bulk of the American coal sold here is in reality of good standard grade, a considerable quantity of American coal of much inferior quality has been disposed of here under some high-sounding title.

Establishing a Standard.

Some time ago [see COMMERCE REPORTS for Apr. 24, 1915] I suggested the advisability of a number of large coal-mine owners or dealers in the United States pooling their interests and sending down here at their own expense a large lot of coal, upon which they could either pay storage or, by interesting some local firm which owned the proper yard space, store it free for the short time that would elapse before the coal was disposed of. I do not know of any other way whereby a standard could be established here, maintaining the good name of the better grades of American coal, giving the product a fair trial before South American consumers, and taking the business out of the hands of possible local speculation—and this does not seem to apply to Brazil alone, but to all Latin America. Such a course as this would involve but an insignificant outlay to a group of American capitalists, yet it would most assuredly serve to create a steady demand and a regular market for American coal on this coast.

[The foregoing is in continuation of Consul General Gottschalk's reviews of the Brazilian coal situation in COMMERCE REPORTS for Apr. 24, May 4, and June 23. A table showing the receipts of coal at Rio de Janeiro from January 1 to May 31 of the current year may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

TRANSACTIONS ON MADRID STOCK EXCHANGE.

[Consul Robertson Honey, Madrid, Spain, June 20.]

Transactions on the Madrid Stock Exchange during May, 1915, just reported, were the smallest of the year. The total amount involved was 36,778,700 pesetas, against 55,457,700 for April. In round numbers, the figures for March were 41,000,000 pesetas; for February and January, about 51,000,000 pesetas each. The average value of the peseta during this period was approximately \$0.20 United States gold.

PROGRESS OF NEW WELLAND SHIP CANAL.

[Consul James H. Goodler, Niagara Falls, Ontario, Canada, June 10.]

Information covering the progress of construction on the new Welland Ship Canal to date has kindly been furnished by J. L. Weller, the engineer in charge of this great undertaking. Dividing the work into four sections, in submitting his data Mr. Weller has described the progress on each section separately. Referring to section No. 1 Mr. Weller says:

The new harbor at the Lake Ontario entrance to the canal is now well under way. The entrance channel is being formed by the construction of two earth embankments that will extend $1\frac{1}{2}$ miles into the lake; these embankments have now reached a point about 5,000 feet from the shore line and contain approximately 1,800,000 cubic yards of material.

Fair progress is being made with dredging operations in the entrance channel, three dredges having been engaged at this work all last season, and the same number are at present employed, but owing to the hard nature of the underlying material progress is necessarily slow.

Concrete Cribbs and Retaining Walls—Dry Excavation.

The reinforced concrete cribs that will form the substructure of the entrance piers at the end of the embankments are being built at Port Dalhousie, the entrance to the present canal, 3 miles west of Port Weller. These cribs are 110 feet long, 38 feet wide, and 34 feet high, and 53 of them will be required for the entrance piers and the docking in the harbor. One crib was constructed last season and three more have been completed so far this year. The contractors expect to build about 18 of these cribs during the present season.

The construction of the reinforced concrete retaining wall, which will extend along the west side of the harbor for 2,000 feet, is nearing completion. The contractors are at present engaged in building the west lock wall of Lock No. 1, and concreting on this structure has been rapid during the past few months. The standard lock wall is a mass concrete structure 81 feet 6 inches in height and 48 feet wide at base.

The dry excavation on section No. 1 is practically completed, the material having all been disposed of in the east harbor fill. A good deal of the excavating plant has been rented to the contractors for section No. 2, who are disposing of their excavated material in the west harbor embankment, and a cross-over is at present being constructed to enable these contractors to dump on the east side of the harbor.

The upper-entrance walls to Lock No. 1 will be built upon a timber-pile foundation, the piles for which have all been driven.

Breast Wall for Section 2.

The work on section No. 2 during the present season, outside of ordinary dry excavation, has consisted of the construction of the breast wall at the head of Lock No. 2. The pit for this wall was taken down 69 feet to rock, states Mr. Weller, who thus described the methods employed:

The method of excavation adopted was to drive steel sheet piling to refusal and excavate material to the bottom of the piling, after which piling was re-driven and the material excavated to rock. Concreting on this wall is now up to ground level, and the remaining 6 feet will be completed soon. The upper entrance walls to Lock No. 2 will also be built on a pile foundation, the piling for which has been driven and the seat prepared, and concreting in the west-entrance wall is now under way.

The contractors for this section have removed approximately 2,500,000 cubic yards of earth excavation during the past year, the bulk of it being disposed of in the harbor embankments.

The next structure to be started will be the breast wall of Lock 3, and the method of construction will be similar to that employed at Lock No. 2.

Some work has been done on the concrete protection to banks, this consisting of a 6-inch slab of concrete laid upon 8 inches of broken stone, and extending

5 feet below and 5 feet above the water line, the base of this concrete protection resting on a 5-foot berm in the canal bank.

Rock-Crushing Plant for Section 3.

Section No. 3 comprises the flight locks Nos. 4, 5, and 6, in pairs, single Lock No. 7, and two diversions of the Grand Trunk Railway. These railway diversions have been completed, and the contractors are making good progress now with rock excavation on the site of the twin locks. This work involves the excavation of solid rock to a depth of approximately 80 feet for Twin Locks 4 and 5 and single Lock No. 7. There are five steam shovels engaged in this work at present and a number of electric drilling machines, and material is being removed at the rate of about 75,000 cubic yards per month.

Of the rock-crushing plant Mr. Weller says:

All of the good rock excavated is being crushed for concrete, the contractors having been obliged, under their agreement, to erect a rock-crushing plant with a capacity of 4,000 tons per day. This plant has been in operation for some months, and stone for concrete is now being supplied to the contractors for sections Nos. 1 and 2. The dam at the head of Lock No. 6 is progressing satisfactorily, two drag-line machines being engaged in rehandling material from storage piles, either side, into the dam, and the material is being compacted by steam rollers. The dam is now built up to a height of about 15 feet above the natural ground level. The upper west entrance wall to Lock No. 6, which was started during the fall of 1914, has been completed.

Pile driving is now being carried on for the east entrance wall of Lock 6, and concreting in this wall will be started within a short time.

Section 4—Construction Railway.

Work on section No. 4, which consists of widening and deepening the present canal, is progressing rapidly, five steam shovels being employed in the dry excavation to widen the present canal banks, and to June 1, 1,250,000 cubic yards of material have been removed and disposed of on the low land to the west of the present canal. No further sections have been placed under contract to date.

A construction railway to haul excavated material to the dump in the lake and crushed stone from the crushing plant on section 3 is completed, with interlocking and block signal system, telephone dispatching, etc., and is being operated at present to almost its full capacity.

Mr. Weller believes the \$50,000,000 waterway will be ready to open in 1918. While the war has had the effect of delaying the letting of some of the contracts, in other particulars the progress made so far is entirely satisfactory to him. It is believed that by the end of this year the new canal will have begun to assume a shape that will mean something to the layman not versed in engineering work.

INCREASING SCHOOL ATTENDANCE IN COLOMBIA.

[Consul Isaac A. Manning, Barranquilla, June 21.]

According to the Director of Public Instruction in Antioquia, the per capita school attendance has increased materially in that Department since 1912. In the year named the attendance was 9.1 per cent of the population, while in 1913 it was 9.6, and in 1914, 11.7 per cent, or a total attendance of 86,784 during the latter part of 1914.

In Caldas Department the ratio of school attendance was 11.2, in El Valle 10.5, while in all other Departments the percentage averaged 5.3.

EFFECT OF TARIFF ON AUSTRALIAN SHOE INDUSTRY.

[Sydney Morning Herald, June 8, 1915.]

The Tariff Commission, in its report on the manufacture of boots and shoes, shows that while the number of factories has increased since 1909, the increase has not been sufficient to absorb the increased consumption, with the result that the imports have risen from 7.6 per cent of the local requirements in 1909 to 13.8 per cent in 1913. Apparently the greatly increased consumption was due in a large measure to immigration, and the local manufacturers have not yet extended sufficiently to keep up with that increase. The commission has not mentioned the difficulty of obtaining labor, which was so pronounced two years ago, and it was, perhaps, this fact which prevented the launching out of sufficient capital for the equipment of factories to enable the people to be shod fully by local manufacture. Comparing 1909 and 1913, the people spent in the latter year £903,000 more on locally produced boots and £381,000 more on imported boots. In the total they spent £1,284,000 more, and of this the Australian trade captured 70 per cent and the imported trade 30 per cent.

The inferences to be drawn from these statements are declared to be not as contradictory as might be thought. The boot trade was at the outset of the period in almost complete command of the Australian market, and the actual figure of imports being very low and the actual figure of local production very high, a small amount of additional money spent upon the former represents a high percentage upon it, while even three times the same amount of actual money spent upon local production is a low percentage when taken over the large figure (in this case £3,089,000), which is the starting point. Viewed in the practical business aspect, the Australian trade is seen to have added to its output nearly three-quarters of the increased amount of money the people were prepared to spend on boots and to have produced, in the total, boots to the value of more than four-fifths of that sum. One of the features entitling the boot and shoe industry to special consideration is that a very large proportion of the raw material is produced in Australia.

It is shown that 72 per cent of the imports in 1913 came from the United Kingdom under a duty of 30 per cent. The United States supplied 14 per cent of the imports under a duty of 35 per cent. Upon review of a large number of well-prepared statements the cost of importing is given as 10 per cent. This, with the statutory addition of 10 per cent for landed values, made the total protection 43 per cent for the United Kingdom and 48½ per cent for the United States. Against this, however, it is added, is to be placed the disadvantage of the local manufacturers in having to bear the burden of duties upon materials used in the local manufacture, whether these duties express themselves in an enhanced price for such articles when locally produced or are actually paid at the customhouse upon imports. This can not, however, it is stated, be definitely fixed.

Only five applications were made in Victoria for increases of duties on boots and shoes. So far as the New South Wales manufacturers were concerned, the commission entertained little doubt that a great deal of lukewarmness existed as to a statement made by their association and that made by the Victorian association. The Victorian

Boot Manufacturers' Association, the commissioners state, numbers 45 manufacturers in all, and on questions being put to representative witnesses in this trade as to why so small a number had assisted the commission in the most direct way, if they really desired increase of duty, the answer was given either that they probably thought the filling up of the forms of application, involving as they did the disclosure of the actual condition of their business in point of prosperity or otherwise, was a deterrent, or, as it was sometimes put, "It was too much trouble."

The percentage (13.8) of imports to the total consumption of Australia suggested that it was only in some special lines the Australian manufacturer was unable to compete, and this view was borne out by the evidence of a great number of witnesses. It is stated that there is no prospect of the local industry supplying any large portion of the requirements in infants' shoes, poplin, or other evening shoes for women, and slippers.

The commission devoted special attention to the fact that, while the tendency of the boot and shoe industry in the United States and the United Kingdom was in the direction of specialization, little or no effort to attain that end has been made in Australia. While the commission was informed that importations were due to some extent to the methods of specialization observed by our competitors, the only explanations offered why these methods are not followed in Australia were that specialization is only possible in more populous countries and that its absence here is due to retailers desiring to get a variety from the same factory.

SUGAR-BEET CULTIVATION IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 21.]

The erection of a beet-sugar plant near Hamilton, New Zealand, has been given much attention of late. The Waikato Valley is said to have some of the best soil in the world for raising sugar beets, and it is claimed that it would easily produce 16 tons of ground beets to the acre, judging by the experiments already made.

It is recognized that now is the time to act, since the supply of sugar is largely cut off from Germany, Austria, and Belgium.

It is proposed to ask the New Zealand Government to assist in the matter of land and transportation facilities, and it is thought French and Belgium sugar-beet growers can be induced to come out to assist in the cultivation of the beets.

It is also calculated that the pulp would serve as a valuable food for stock being raised in this rich valley.

It might be well for Americans interested in beet-sugar development to write the president of the Chamber of Commerce, Hamilton, New Zealand, and send printed matter that would be of interest to these people, such as how to grow sugar beets and the cost of a beet-sugar plant handling from 40 to 50 tons of beets per day.

"Drug Plants under Cultivation," Farmers' Bulletin 663, may be had from the Superintendent of Documents, Washington, D. C., at 5 cents.

PRODUCTION OF IRON PYRITES IN ONTARIO.

[Consul Henry P. Starrett, Fort William, Ontario, Canada, July 9.]

During the calendar year 1914 there was exported from the Province of Ontario iron pyrites (or sulphur ore) to the value of \$348,592, all of which went to chemical and sulphuric-acid plants in the United States. Of the five companies producing iron pyrites in this Province, only one produces acid at the mine.

More than half of the Province's total production was mined at Northpines, in the Fort William consular district. The operations at the mine are continued throughout the year, but shipping is confined to the summer lake season, all of the product going to the United States. This deposit of sulphur pyrites was discovered several years ago by prospectors who were looking for silver. The present company, controlled by New York interests, took over the property and, after the installation of modern mining machinery, began shipping ore in 1910. With the exception of 1912, operations and shipments of ore have increased each year. The ore-handling equipment consists of the usual drum-type hoists at the mine shafts and an aerial tramway of American manufacture, 8,000 feet long, which carries the ore from the bins and stock piles to the railroad cars. It is then shipped 190 miles to Fort William by rail and thence by steamer to various American ports.

For the benefit of such American chemical companies as may be interested in the purchase of pyrites ore for its sulphur content, there is forwarded a list giving the names and addresses of the iron pyrites producers of Ontario. [The list may be had, upon request, from the Bureau of Foreign and Domestic Commerce or its branch offices.]

SWEDISH MATCH PLANTS SUFFER LACK OF MATERIAL.

[Consul General Ernest L. Harris, Stockholm, Sweden, June 29.]

The Swedish match industry has considerable difficulty in getting suitable material, especially asp wood, which in normal times is imported in large quantities from Russia. The price of potassium chlorate, one of the most important factors in the industry, has also greatly advanced. The situation has led to the exploitation of the asp timber growths in the Province of Jamtland. The steamship companies and railways have reduced their rates in order to facilitate the needs of the manufacturers.

It is more difficult, however, to get the necessary chemicals. Before the war broke out practically all the potassium chlorate was imported from Germany, thus making the Swedish match manufacturers dependent upon this source of supply. Through the good offices of the Swedish Government it was arranged to permit the raw product to be exported, but at present the German Government forbids the exportation of the prepared article.

Consul General Evan E. Young, of Halifax, Nova Scotia, reports that the sea fisheries of the eastern coast of Canada are being investigated for the Dominion Government by a representative (Dr. Hjort) of the Norwegian fisheries service.

HEMP TWINE FOR RUSSIA.

[Consul General John H. Snodgrass, Moscow, June 18.]

It is reported in the press from Petrograd that the Russian Ministry of Agriculture has taken measures to obtain the prompt transportation of hemp twine for binding sheaves, a supply of which has been secured to meet the requirements of the agriculturists. The central committee for regulating the transportation of freight has now acknowledged hemp twine to belong to shipments of first importance, which must be transported in preference to other goods. Consequently it may be expected that 500,000 to 600,000 poods (9,027 to 10,833 short tons) of hemp twine that are now on the road will be delivered in time for the harvesting.

At the same time the Ministry of Agriculture has turned its attention to the manufacture of twine from Russian hemp, the trials of which are said to have given satisfactory results. The ministry has organized the manufacture of hemp twine with the assistance of the zemstvos of Penza and Orel, under the direction of specialists. A concern in the Province of Taurida, which formerly produced twine from Manila hemp, has now started manufacturing from Russian material. The Tchernomorsky Rope Manufacturing Works also proposes to turn out a considerable quantity of hemp twine, so that the total quantity of hemp twine of Russian manufacture is estimated at 100,000 poods (1,805 short tons).

Lastly, the ministry has purchased 200,000 poods (3,610 short tons) of manila hemp twine in the United States at the expense of the Government, of which 20,000 poods (361 short tons) are being immediately shipped from New York. This supply of twine will be used for the requirements of the central and eastern Provinces of Russia, as it will not arrive in time for the harvest in the southern Provinces.

It is estimated that the total amount of hemp twine, including the former supply of about 40,000 poods (722 short tons), the 600,000 poods (10,833 short tons) secured by large firms and public organizations, the 200,000 poods (3,611 short tons) purchased in America, and the 100,000 poods (1,805 short tons) of domestic production, will reach 900,000 to 950,000 poods (16,249 to 17,152 short tons), which exceeds the quantity imported during the preceding year.

ENGLISH SLIPPER MAKERS FIND MATERIALS SCARCE.

The English slipper trade, according to the British press, is temporarily suffering serious consequences as a result of the Government demand for felting. The Rossendale slipper manufacturers are undergoing the experience of having full order books and a good supply of labor, but practically nothing to do for lack of material to work upon. Waterfoot felt makers are flooded with Government orders, and even \$100,000 contracts for Rossendale can not be accepted, although the slipper makers are primarily responsible for the establishment of the felt-making industry at Waterfoot. It is reported that French slipper makers also have sought in vain to place extensive orders for felt.

SOUTH CHINA TIN SHIPMENTS.

[Consul General George E. Anderson, Hongkong, May 24.]

The course of the exports of tin from south China in the immediate future is somewhat uncertain. The effects of the war in general are unfavorable, and the further fact that the tin coming out of Indo-China must pass through French territory, where it is regarded as contraband and subject to restrictions of various sorts where it is allowed to pass at all, has rendered trade even more difficult. Nevertheless the exports so far this year have been larger than usual.

At the opening of the year there was on hand in Hongkong a stock of about 1,000 tons of tin. Since then the stock has increased to about 1,700 tons, in spite of the fact that the amount of tin coming out of Yunnan since the opening of the war is in materially smaller volume than usual. Explanation seems to lie in the disposition of the trade earlier in the year to move their stocks when fair prices could be had. The blighting effect of the war on the export from Yunnan, however, is illustrated in the exports of tin from Mengtze during 1914. The exports from that district for the past two years, which in general illustrate the exports from the Yunnan fields (from Mengtze), have been as follows, in slabs of 112 pounds:

	1913	1914
	<i>Slabs.</i>	<i>Slabs.</i>
March quarter	41,633	43,800
June quarter	22,096	17,238
September quarter	8,207	9,586
December quarter	56,347	36,539
	128,283	112,253

In the opening months of the current year there was the same degree of decrease as compared with the opening months of last year as that shown in the closing months of the past year. At the close of the first quarter the Hongkong government assumed control of the trade as that in contraband by prohibiting the export of tin to all destinations other than the United Kingdom and British possessions and protectorates. After several weeks' agitation, permits were issued for the export of tin to the United States by making all consignments to the British consular officers in the American ports concerned so that the actual consignees might be known and the exports to the United States have been going forward in fair volume. The result of the proclamation, however, is illustrated by the fact that the exports to the United Kingdom so far this year are placed at 12,070 slabs of 112 pounds each as compared with only 1,300 slabs in the same period of 1914.

The exports from Hongkong as reported by the Hongkong General Chamber of Commerce to May 15, as compared with the exports for the same period last year have been as follows, in slabs of 112 pounds:

Destination.	1914	1915
	<i>Slabs.</i>	<i>Slabs.</i>
Great Britain	1,300	12,070
Continent of Europe	17,092	9,900
United States and Canada	12,922	18,707
	31,314	40,677

Prices have advanced about 10 per cent as compared with those at the beginning of the year. American buyers seem to be holding off for lower prices, but dealers here are disposed to hold their stocks rather than reduce prices. The present quotation of the highest grade tin is \$97 local currency per picul of 133½ pounds, or at present exchange about 32.75 cents gold per pound.

SWANSEA DEMAND FOR NAILS, WIRE, AND HOOP IRON.

[Vice Consul William Jenkins, Swansea, Wales, June 22.]

Statistics of the imports into the Swansea district, of wire nails, galvanized wire (not barbed), and hoop iron, are not available, but local hardware dealers estimate the annual consumption at a large amount.

Difficulty is experienced in obtaining sufficient quantities of these goods to meet the demand, and orders can not be filled promptly on account of this shortage. They are not manufactured in this district, and though only small quantities are being imported from the United States, greater activity on the part of American exporters would probably yield beneficial results.

Sizes Desired by Local Consumers.

Wire nails of various sizes are desired, such as round ones from 1 to 6 inches in length, of gauges from 0 to 14, varying with the lengths. The greatest shortage seems to be in the sizes 1 and 1½ inch by 12 and 13 gauge, as well as in oval wire nails, varying in size from 1 to 6 inches, and wire lath nails, 1 inch by 14 gauge. The delivered wholesale price is on a \$2.07 to \$2.31 basis.

The galvanized fencing wire desired includes: Black annealed solid drawn wire, 0 to 8 gauge; bright solid drawn wire and galvanized fencing wire strand, No. 4 by 7 ply. The prices, delivered to warehouse, as given on May 17, were: Black annealed, \$71.78 per ton; bright solid drawn, \$73; galvanized strand, \$99.76. The long ton of 2,240 pounds is used.

The hoop iron, of which a large quantity is used annually by the tin-plate exporters, is usually bought in hundredweight bundles (112 pounds), the sizes principally used being 1½ inches by 19 gauge, 1½ inches by 19 gauge, and ½ to 1 inch in width by from 22 to 30 gauge. Most of this iron had been imported, before the war, from Belgium.

Requirements in Shipping Goods.

The Bristol City Line runs from New York to Swansea, and as freight rates can be obtained only at the New York office for such shipments prospective exporters should take pains to quote c. i. f. prices and should be particularly careful to send their quotations in English currency. Shipments can also be made by way of London, Liverpool, or Cardiff. A new line of steamers has recently been organized by Furnace Withy & Co. (Ltd.), of Cardiff, for shipment between the United States and Cardiff. The sailings of this line have not been published, as the company has not yet tried out the plan sufficiently long to determine the amount of available trade.

A list of the principal hardware firms (ironmongers) in this district may be obtained at the Bureau of Foreign and Domestic Commerce or its branch offices.

RUBBER YIELD IN DUTCH EAST INDIES.

[Consul Frank W. Mahin, Amsterdam, Netherlands, June 14.]

Apparently the scarcity of rubber in the Netherlands is not due to crop shortage in the Dutch East Indies, for a recent report of the Preanger Rubber Co. shows its production during the first five months of this year (as contrasted with the like portion of the preceding three years) to have been:

Month.	1912	1913	1914	1915
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
January	3,373	8,492	14,110	15,653
February	2,914	7,894	13,294	18,298
March	2,943	6,019	15,664	22,046
April	4,085	5,952	16,094	24,692
May	4,900	8,157	15,598	23,810
Total	18,275	36,514	74,760	104,499

The production for the first five months of this year was greater than that for the whole of 1912, nearly equal to the total for 1913, and nearly two-thirds of the total for 1914.

The Colonial Rubber Culture Co., of Amsterdam, reports that it expects a yield of 82,675 pounds this year against last year's 47,124 pounds. Its production for the first four months of 1914 was 14,656 pounds, while during the corresponding period this year it was 23,788 pounds.

[Consul B. S. Rairden, Batavia, Java, May 26.]

Year's Exports from Java and East Sumatra.

Figures supplied by the Department of Agriculture, Industry, and Commerce of Netherlands India reveal a marked growth during 1914 in the rubber exports of Java. Contrasted with 1913 there was a gain of 2,841,822 pounds, or 50 per cent.

In 1913 the Netherlands and England were almost equal participants in this trade, but during 1914 the latter country increased its purchases until they exceeded the exports to the Netherlands by more than 1,000,000 pounds. The United States is a much less important customer, but its purchases last year were nearly ten times as large as in 1913, and Germany took four times as much rubber from Java as in the earlier year. By countries of destination, Java's exports of rubber in the last two years were:

Exported to—	1913				1914			
	Ficus.	Hevea.	Castilloa.	Total.	Ficus.	Hevea.	Castilloa.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Netherlands	119,570	2,217,852	55,243	2,451,831	44,112	2,795,227	58,903	3,056,025
England	140,939	2,204,252	29,820	2,434,324	42,584	4,060,151	34,529	4,102,736
Germany		14,859	6,934	21,793		79,990	2,740	82,731
Belgium		574,518		574,518		550,236		550,236
Other parts of Europe	6,329	22,946	1,653	33,931	712	6,826		7,537
United States	1,905	44,553		46,458	1,938	410,016		411,379
Singapore	4,764	87,693	633	93,090	5,677	227,319	1,814	235,070
All other countries	627	3,270		7,119	1,947	17,763		29,172
Total	274,134	5,169,943	94,283	5,683,084	96,970	8,147,528	97,998	8,504,886

* Includes Ceara and other rubber not shown to the extent of 124,705 pounds in 1913 and 286,587 pounds in 1914.

Greater activity in rubber exportation likewise marked the year on the Sumatra East Coast, shipments for 1914 totaling 7,590,000 pounds contrasted with 5,557,000 pounds in 1913—an increase of 37 per cent. The United States sought supplies in this market also, taking 66,000 pounds last year against no purchases in 1913. Exports to the other leading rubber centers during 1914 were, in pounds: Netherlands, 1,138,000 (873,000 in 1913); England, 2,017,000 (1,105,000 in 1913); Belgium, 11,000 (nil in 1913); Germany, 15,000 (18,000 in 1913); Penang, 2,747,000 (1,709,000 in 1913); and Singapore, 1,596,000 (1,852,000 in 1913).

SOUTH CHINA MOTOR-BOAT TRAFFIC.

[Consul General George E. Anderson, Hongkong, May 28.]

The steady extension of motor-boat traffic on south China waterways, especially along the West River and its tributaries in Hongkong's trade field, noted for the past three years, continues in even greater degree.

It is announced that a motor-boat service has finally been established as far as P'ing Loh, on the Cassia or Fu River, about halfway between Wuchow and Kweilin, the capital of Kwangsi Province. The service of such boats has been extended up the West River very gradually. The service between Wuchow and Nanning was the first started, and it is maintained, with some slight interruptions, the year around, though at low water the difficulties of navigating the narrows and rapids in the river are great. During parts of the year a service is maintained from Wuchow to Lungchow, and this is considered fairly reliable.

The service from Wuchow to Po-seh was established comparatively recently, but it was thought impracticable to go farther up the river, though a British consular officer some time ago succeeded in reaching Kweilin in a small motor boat. The extension of the service 80 miles up this river to P'ing Loh is noteworthy, not only in that it marks a further step of development of such service generally, but it also reaches into country tapped by the headwaters of streams flowing into the Yangtze River through southern Hunan Province. All of these rivers carry freight and passengers by native boats, but the service in such vessels is so slow and uncertain that it means little in the extension of foreign trade. The more rapid and more regular services have had a stimulating effect upon all lines of business.

For the construction of the motor boats used on these rivers special designs have been made after several years of experience. Most of the boats are now constructed in the interior, but motors and equipment are usually purchased in Hongkong and are largely of English make. The type of motor required for such vessels has been described heretofore in these reports, namely, a heavy-duty motor with few working parts, an ability to stand exposure and neglect and using kerosene for fuel.

The Bureau of Foreign and Domestic Commerce has received from Consul E. M. Lawton at Tegucigalpa, Honduras, a list of prominent women of that city. Copies of the list may be obtained on application to the bureau, at Washington, D. C.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Pruning shears, No. 17602.—A firm of seed merchants in New Zealand informs an American consular officer that it is in the market for pruning shears for shrubs and fruit trees. Prices, catalogues, and full information should be sent at once. The firm is prepared to pay cash.

Locomotives and rails, No. 17603.—An American consular officer in an insular possession transmits a report relative to an opportunity for the sale of locomotives and rails. A copy of his report may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Paper, No. 17604.—A firm in the United States informs the Bureau of Foreign and Domestic Commerce that one of its correspondents in northern Africa desires to receive prices, etc., from manufacturers and exporters of paper. Specifications, etc., may be had on application and samples may be examined at the bureau and its branch offices.

Structural iron, No. 17605.—An American consular officer in Italy transmits a report relative to an opportunity for the sale of structural iron. A copy of his report may be had on application to the bureau or its branch offices.

Printing supplies, No. 17606.—The commercial attaché of the Department of Commerce in China reports an opportunity for the sale of printing machinery and accessories, stationery, etc. A copy of his report may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Bookbinding cloth, pencils, pens, etc., No. 17607.—An American consular officer in Italy reports that a business man in his district desires to communicate with American manufacturers and exporters of bookbinding cloth, pencils, pens, sample holders, brass articles for schools, novelties, etc. References are given. Correspondence should be in Italian or French.

Bronze powders, No. 17608.—An American consular officer in France writes that he has received an urgent request from a merchant to be put in communication with manufacturers of bronze powders. He desires to act as an agent. Correspondence should be conducted in French.

Textiles, etc., No. 17609.—A business man in Chile has informed an American consular officer that he desires to represent American manufacturers and exporters of gray drill and gray sheetings, hosiery, cotton goods, flannels, box calf, glazed kid, lubricating oil, and osnaburg, similar to the sample which may be examined at the Bureau or its branch offices. He states that he will pay cash against shipping documents in Chile or cash 15 or 30 days after the arrival of the goods. References are given. Correspondence may be in English.

Upholstering material, No. 17610.—The commercial attaché of the Department of Commerce in Chile reports that he is in receipt of a letter from a firm in that country which desires to know whether it can procure velvets, velours, damasks, and other goods for upholstering furniture, in the United States. It is stated that this firm does an import business in American goods.

Machinery and tools, No. 17611.—An American consular officer in India reports that a business man in his district desires to communicate with American manufacturers of machine tools and woodworking machinery. Illustrated catalogues and full information should be sent at once. Quotations should be made c. i. f. destination. Correspondence may be in English.

Hardware, etc., No. 17612.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a firm in Italy stating that it desires to receive the names and addresses of manufacturers of double cutting drills and screw drills, hammers, screw drivers, callipers, soldering lamps, oil cans, cylindrical wicks, toothed scissors, etc. Illustrated catalogues and full information should be sent at once. References are given.

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TRANSVAAL GOLD OUTPUT.

[Cablegram from Consul Edwin N. Gunsaulus, Johannesburg, Transvaal, South Africa, dated July 22.]

Transvaal gold production for six months ended June 30, 1915, totals 4,408,050 ounces (value, \$90,865,000). This compares with an output of 8,394,322 ounces (value, \$173,523,885) for the entire calendar year. For further details concerning Transvaal gold production see Supplement to Commerce Reports 66b for June 25, 1915.

SAFFRON CROP IN SPAIN.

[Consul Robertson Honey, Madrid, July 5.]

The value of Spain's saffron crop to date (first half of 1915) is 12,853,525 pesetas (the present value of the peseta is about \$0.20). The area of the land devoted to the industry is 11,947 hectares (about 29,500 acres). The total annual production is 141,500 kilos (about 312,000 pounds), and the average price is 84.37 pesetas per kilo (about \$7.67 per pound). By-products—the stalk and bulb—increase the above valuation by 1,500,000 pesetas.

Saffron, and extract of, and saffron cake, which on entering the United States were free of duty prior to October 3, 1913, were then made dutiable at 10 per cent ad valorem. Imports during the fiscal year ended June 30, 1913, were valued at \$93,146. Imports from that date up to October 3, 1913, were valued at \$25,620. Imports under the dutiable rate from October 3, 1913, to June 30, 1914, totaled \$60,014 in value. The Oil, Paint, and Drug Reporter has the following note on present market conditions in the saffron trade in New York:

"As the demand for the American flowers has flagged of late, while the supply has increased slightly, local holders have made concessions of 5 and 10 cents, and are now offering these goods at 65 and 70 cents. The Spanish flowers, however, are being more strongly held at \$12. Latest arrivals of the American flowers have included 13 bales from Vera Cruz, Mexico."

[A comprehensive review of the Spanish saffron industry appeared in Daily Consular and Trade Reports for April 18, 1913.]

RUSSIAN COTTON PRICES AND TRANSPORTATION.

[Consul General John H. Snodgrass, Moscow, June 18.]

A conference recently took place at the Association of Cotton Manufacturers under the presidency of the member of the Council of the Ministry of Trade, N. I. Gutchkov, president of the Russian-American Chamber of Commerce, during which the yarn manufacturers discussed the question of the price of Russian cotton.

After a lively discussion concerning the measures to be taken against a further rise in cotton prices it was found desirable to establish a special committee at the Moscow Exchange Association that would periodically fix the maximum prices on cotton of the new and old crop. The committee is to consist of 10 representatives of yarn manufacturers of the central manufacturing district, 2 representatives of the yarn manufacturers of Petrograd and the Baltic Provinces, 2 representatives of the Moscow Exchange Committee, 1 representative of the Moscow Military Supply Department, 1 representative of the Moscow District Committee, 1 representative from the Ministry of Trade and Industry, 1 of the Khokand Exchange Committee, 2 of the firms dealing in cotton, a total number of 20 members.

Statistical Inquiries Into Cotton Supplies—Rolling Stock.

This committee is empowered to make statistical inquiries regarding the supplies of cotton owned by manufacturers either at their stores or on the road. The representatives of the Department of Industry proposed that the committee should have the right to register all shipments of cotton from the cotton-producing districts of Russia.

On June 14 a conference took place at the Moscow Exchange attended by numerous representatives of cotton manufacturers of the central industrial district, who discussed the measures to be taken against cotton speculation.

The first question discussed was the scarcity of rolling stock for transporting cotton from Russian and Swedish ports. The Assistant Manager of the Department of Industry stated that in the near future 3,500,000 poods (253,000 bales of 500 pounds) of cotton per month could be brought to the Russian market from Vladivostok and the Swedish ports. The conference found that this quantity was insufficient to meet the requirements of the cotton industry of the central district. It was decided to make application for an increase in the number of cars for transporting of cotton, and for the organization of direct fast trains. The conference stated the necessity of expediting the transportation of cotton from Central Asia.

High Prices Prevent Sales.

No business is being transacted on the Moscow cotton market. The manufacturers refrain from purchasing in view of the high prices caused by speculation.

The bulletin of yesterday's exchange stated the following prices of Russian cotton: Ferghana selected first grade, rubles 31.10 (\$16.01) per pood (36.11 English pounds); normal, rubles 30.75 (\$15.83) per pood; mixed, rubles 28 to rubles 29.75 (\$14.42 to \$15.32) per pood; selected "Mesheumok" (intergrades), rubles

27.25 (\$14.03); second grade, rubles 21.75 (\$11.20) to rubles 23 (\$11.84) per pood; third grade, rubles 20.50 (\$10.55) to rubles 22 (\$11.33) per pood.

No offers of Hojent, Samarkand, and other kinds of Russian cotton are to be had, neither are there any offers of American and Egyptian cotton.

REDUCED AREA PLANTED TO BOHEMIAN HOPS.

[Consul Charles L. Hoover, Prague, Bohemia, Austria, June 30.]

The official report covering the condition of the Saaz hop gardens up to June 26 estimates that the reduction in the area planted this year, as compared with 1914, amounts to 1,401 hectares (hectare=2.47104 acres), or 11.29 per cent. The total area of the gardens in 1914 was 12,408 hectares and this year it is 11,007 hectares.

The dry weather of the past few weeks will probably affect the size of the crop to a greater extent than the reduced area. [The 1914 hop crop of Austria-Hungary was estimated at 40,370,000 pounds, as stated in COMMERCE REPORTS for May 12, 1915.]

The report of the hop growers' association, written on June 26, which has just been made public, says:

"The character of the weather remains unchanged. The drouth and excessive heat have not only damaged the grain crops, but have also worked such injury to the hop plants that the formation of branches on the upper part of the plant reached only very modest proportions, where it was not altogether lacking. In the early gardens the plants are already in bloom, and in all gardens the final cultivation is almost finished."

During the last three days, that is, since June 27, a light rain has fallen almost continuously, but it has come too late to save the crop from serious damage by the drouth.

DAIRY PRODUCTION OF ALBERTA.

[Consul Samuel C. Reat, Calgary, Alberta Province, Canada, July 13.]

The dairy production of the Province of Alberta is valued at \$10,500,000, according to a recent report made to this office by the dairy commissioner.

With the exception of a negligible quantity of fancy cheese made in a small way the dairy production of Alberta is marketed in the form of milk, cream, butter, and cheddar cheese.

The creamery butter output was 5,450,000 pounds and the cheese made in factories amounted to 35 tons. No provincial figures are available covering the butter and cheese made in home dairies.

As the dairy industry is still in its infancy in Alberta, it has not been found practicable to operate factories for the production of condensed milk, malted milk, sugar of milk, or milk powder.

There is little demand for condensed milk in Canada. According to customs returns for the fiscal year ending March 31, 1915, the total imports of condensed milk amounted to only 109,937 pounds and valued at \$8,424. Practically all the imports of condensed milk come from the United States.

TRADE-EXTENSION WORK IN SPAIN.

[Consul Claude I. Dawson, Valencia, July 7.]

During the first six months of 1915, 17 trade opportunities were sent in from this office. Three were applications for general representation of American goods by experienced commercial salesmen who, previous to the war, handled European goods purely on a commission basis. One of the three produced no results, and the two others are pending. From the general nature of the replies to previous applications of this kind it would seem that American industries are unwilling to use in Spain the methods so generally employed in the United States. Some even ignore the terms specifically stated in the published announcement in *COMMERCE REPORTS*, offering goods for sale outright to the inquirer in face of the latter's statement that he does not purchase on his own account.

The remaining 14 opportunities pertained to specific articles of commerce required locally which were previously purchased from belligerent countries, but which can now be obtained, if at all, only from the United States. They were sent in only after the consulate was reasonably certain that they offered real opportunities for trade; and it is believed that if American manufacturers had followed them up in the same spirit the way would have been open for important future trade relations.

Numerous other inquiries were not made the subject of announcement in *COMMERCE REPORTS* because they were deemed of too small importance, and in such cases the consulate contented itself with furnishing the specific data called for, viz, names and addresses of American firms with whom the parties might communicate direct, catalogues, etc.

Up to the end of June sufficient time had elapsed to hear from all but 5 of these 14 reports. The following results have been ascertained to date:

Oil Refinery, reported January 29. The purpose was to place local inquirers in communication with American manufacturers to secure estimates of cost, etc. Acknowledgments on file in the consulate show this object was achieved.

Magnetos, reported February 11. The party called in person to report reception of offers which were considered reasonable in all respects save conditions of payment, which he nevertheless waived in view of the abnormal state of international trade. He also said an order of 50 magnetos would be placed at once. The satisfactory outcome of this inquiry caused the party to make another for metal products; and he also informs the consulate that his firm is considering a plan for the formation of a Spanish-American company to introduce American pumps and pumping machinery, combustion engines, etc.

Chemical Products, reported April 30. Inquirer personally informed the consulate of the receipt of numerous offers, and there is every prospect for business, delay being caused by the failure of American correspondents to include in their first replies the data necessary before orders can be placed.

Chemicals, reported May 5. Same as next above.

Trade letters emanating from this office have also produced results, judging by the replies received from the United States, many of

which express appreciation for advice and information furnished. An electrical firm replying to the consulate's letter of December 30, 1914, reports the appointment of a general Spanish agent in Barcelona. Another firm in the same business is negotiating with local parties to place an agency. A rebuilt-typewriter concern says it is in correspondence with people here as a result of information furnished February 12, 1915. Another letter of the same date elicited response from a well-known manufacturer of detachable rowboat motors to the effect that the consulate's recommendation regarding a general agent had been followed. An American piano manufacturer is now represented here, and intimates that the information from this office dated April 30, 1915, had something to do with bringing it about.

COMMERCIAL ORGANIZATIONS IN FRANCE.

French chambers of commerce differ in many essential respects from similar organizations in the United States. They are public bodies, controlled by legal enactment, possessing administrative powers, and working in cooperation with the authorities of the Government. The activities in France that parallel those of American chambers of commerce are to be found in manufacturers' associations and employers' syndicates.

The French Government correlates and coordinates every feature that can be made to act upon the commercial development of the nation. A most effective system of commercial direction and regulation, trade promotion, and industrial education is maintained by the Ministry of Commerce and Industry.

A monograph covering this subject in detail has been issued by the Bureau of Foreign and Domestic Commerce as No. 98 in the Special Agents Series. It is entitled "Commercial Organizations in France," and may be obtained for 10 cents from the Superintendent of Documents, Washington, D. C. It contains a history of the French organizations, a survey of their rights and functions, the distinguishing features of the various bodies, lists of all chambers of commerce in France, regulations governing them, an account of their participation in legislation and judicial work, and a description of all the commercial institutions of the Government.

SALE OF IVORY AND JUNGLE PRODUCTS.

[Consul Jose de Olivares, Madras, India, June 17.]

The following announcement has been published in the Madras Times of June 17, 1915:

A large stock of Ivory, elephant's teeth, leopard and cheetah skins, bison and deer horns will be sold by auction at Quilon on August 2, 1915, by the Conservator of Forests.

Quilon is a seaport of the Native State of Travancore, on the southwest coast of India.

[The consul's list of commission merchants at Quilon, together with their telegraphic addresses, either of which firms would be in a position to bid on the foregoing products, if so instructed by reliable parties interested, may be had from the Bureau of Foreign and Domestic Commerce or its branches.]

USE OF ALCOHOLIC BEVERAGES IN ITALY.

[Consul General J. E. Jones, Genoa, June 18.]

Liquors in great variety are produced in Italy. Climatic conditions and the peculiar fertility of the soil are favorable to the growth of fruits from which intoxicants are made. The people, following the practice of many centuries, use mild alcoholic beverages at their meals.

The liquors most generally used are vermouth, rosolio, beer, maraschino, brandy, rum, cognac, and fernet. These are all produced in the Italian peninsula. Vermuth is made from dried figs, white wine, and chemicals. The principal center of manufacture is Turin. Of late, this liquor has acquired some popularity in Argentina and the United States, and 133,600,000 bottles of it were exported to these countries in 1913. Vermuth is used much the same as are soft drinks in America. There is no demand for it as a beverage at meals. It is usually taken a short time before meals, either plain or with aerated water, to serve as an appetizer.

Methods Employed in Making Cordials.

Rosolio, a cordial, is made by pouring alcohol over lemon peelings and allowing the liquid product to stand. Sugar is added, and then the solution is heavily diluted with water. There is also what is termed a Mandarin Rosolio, which is made in the same manner except that orange peelings are used in lieu of lemon. This is drunk in very small quantities and, on account of extensive adulteration, is only mildly intoxicating.

Another cordial, maraschino, which was originally made in Zara, Austria, has a very wide popularity, and is used quite as much as rosolio. It is made by placing the extracted product from cherry stones in alcohol. Brandy, rum, and cognac are manufactured in large quantities, cognac having a very wide use. Fernet, a bitter liquor, is made from herbs and alcohol. It is a weak purger and should be taken with great caution.

Wine is produced everywhere in large quantities. In 1913 there were 1,380,024,180 gallons produced, while in 1914 the amount was only 1,137,146,322 gallons, showing a falling off of 242,877,858 gallons. This was caused by the reduced grape crop. The wines of Italy, as a rule, are very mild, and there is little intoxication, a phenomenon which is remarked by tourists.

Piedmont is the greatest wine-producing section of the country. In this Province alone during 1914 there were 171,710,800 gallons of wine produced.

Use of Beer as Beverage Becoming More Common.

Beer is a beverage the use of which is becoming more and more common. There are nine large breweries in the country. In 1913 importations of beer from Continental countries amounted to 10,897,146 gallons.

Barrooms (according to the common use of the term in America) are unknown. There are small stands or bars, at which soft and intoxicating drinks are served, and which are patronized by women as well as by men. At each of these stands coffee is served, and coffee drinking in place of wines and beers is becoming every day more common. Police espionage and supervision over barrooms have never

been agitated in Italy as in other countries, because it is extremely difficult, even in the slums, to find a "birraria" which is not conducted in an orderly manner.

GAS MANTLES IN SOUTH CHINA.

[Consul General George E. Anderson, Hongkong, June 2.]

There seems to be a good opportunity for American manufacturers of gas mantles to secure much of the trade in such goods in the Far East. The matter is altogether one of comparative quality and price.

There are no statistics available as to the volume of the imports of such goods either into Hongkong or all China, but the trade has been considerable. Since the war German firms in China have been unable to secure further supplies of mantles or of thorium nitrate from Germany. They have carried on trade to some extent since that time in mantles in stock at the outbreak of the war, the stocks having been large. In Hongkong the German firms themselves have been placed in liquidation, but considerable stocks of mantles for gasoline lamps, which constitute the trade in the interior, have been sold through the Chinese dealers handling that branch of the business.

Mantles for coal gas have been handled almost entirely by the local gas company, and have come entirely from Great Britain since the war. At present the two branches of the trade—that in coal-gas mantles and that in gasoline-gas mantles—are quite separate. The former is handled by the local gas company (the Hongkong & China Gas Co. (Ltd.)) and the latter by several Chinese firms. Among the latter are the Tsang Kwong Co., of Des Voeux Road Central; the Tai Kwong Co., of Lee Yuen Street East; and the Chuen Kwong Co., of No. 43 Wellington Street. The gasoline mantle business is not very large in volume, though it is likely to expand indefinitely as improved means of lighting are introduced into interior cities. At present the chief demand locally is for certain fixed styles of mantles, a large number of one style of which are used by the local company in its street-lighting service.

COSTA RICA ORGANIZES A SEED SOCIETY.

[Consul C. Donaldson, Port Limon, July 5.]

A society called "Junta Agricola Industrial" has just been organized in Port Limon to encourage agricultural industries. Its first efforts will be to furnish free of cost to all planters and farmers all kinds of seeds of vegetables and grains that will grow in this climate. All the prominent merchants and business men, as well as the planters and agriculturists, have joined this organization and promised to support it, thus building up new industries to take the place of the banana industry, which is being killed by the banana disease, now very prevalent here.

Every member pays a monthly due of 1 colon (\$0.40 gold), which is to be spent for seeds, to be given, as mentioned, to anyone who will plant them. Those interested should address Señor Don Filadelfo Granados, Secretary, Junta Agricola Industrial, Port Limon, Costa Rica.

DECLINE OF AZOREAN PINEAPPLE INDUSTRY.

[Consul Walter H. Schulz, St. Michaels, July 5.]

St. Michaels pineapples—the raising of which has for years been the principal industry of the Azores—promise to follow in the wake of the Azorean orange. The orange was destroyed by a parasite; the pineapple industry promises to be destroyed by overproduction and the reduced purchasing capacity of Hamburg and London markets since the war. In fact, the war has forced ruinous prices upon the local growers, many of whom are turning to different lines—some to tomato cultivation and some to the orange—while others are emigrating to the United States. A once-flourishing industry, yielding nearly \$1,000,000 a year to the people of St. Michaels, has thus come to a standstill. The 1913 exports were valued at \$544,000, and in 1914 they had declined to \$322,000.

Fortunes Made in Former Times.

The St. Michaels pineapple industry dates back to 1860, when it was discovered that the soil and climate of the Azores lent themselves to the production of a superior fruit. Because of their size and luxuriant foliage, St. Michaels pineapples sold as high as \$5 each in the early days of the industry. Fortunes were made in a very few years. The promise of fabulous returns prompted hundreds to plant the fruit. All became wealthy.

Now thousands are engaged in pineapple culture. The result has been, as stated, overproduction. When the production reached 50,000 cases annually, or 600,000 pineapples, fancy pineapple stock still brought \$1.50 to \$2 each in the London market. To-day, when the production is more than 2,300,000, the producers are obtaining only \$0.12 to \$0.42 for their pines.

Pines Sold for Less Than Cost.

When the war destroyed the European market, local growers endeavored to dispose of their fruit in New York, Lisbon, and Gibraltar, but nowhere with marked success. The Azorean pineapple being a high-priced fruit, it was soon discovered in New York that it could not compete with the cheaper Hawaiian product. To-day only Lisbon is buying in considerable quantities and is proving to be an unprofitable market. Horticulturalists in this island, it is said, are actually selling their crops 25 to 50 per cent below cost of production.

In former years, Hamburg took about 65 per cent of the St. Michael's pineapple crop for distribution in Germany, Austria, and Russia; London took 20 per cent, largely the finest, which were used in England for decorative purposes, the size of the St. Michael's pineapple especially lending itself to that end. Italy and France took the remainder. Then very high prices would be paid for a pineapple that served no other purpose than gracing a dinner table. Pineapples were even let out on hire for that purpose, it is claimed. Now pineapples of equal grade may be bought for \$0.50 and less.

Decline in Exports—Grown Under Glass.

The decline of the industry can best be shown by a statement of exports covering a period of five years:

Year.	Cases.	Value.
1910.....	128,000	\$702,000
1911.....	134,000	583,000
1912.....	145,000	522,000
1913.....	170,000	544,000
1914.....	175,000	322,000

The St. Michael's pineapple is grown under glass, but it is not a hothouse product and no artificial heating is required. Glass houses are used to conserve the heat and to shelter the fruit from the rain and prevailing high winds. Eleven months are required to produce a pineapple for the market. The finest and best fruits usually appear in December, when they figure prominently in the Christmas trade. The largest are 18 inches high and weigh 6 to 7 pounds. They are worth \$0.35 to \$0.50 apiece for decorative purposes in the London market. The cost of production varies according to size, and may be figured at \$0.04 to \$0.24.

Appearance Determines Price.

It is of interest to observe that it is not the flavor of the pineapple that fixes its market value. The price is governed by suitability for decorative purposes. A large fruit with fine foliage is worth considerably more than the sweetest pineapple ever grown.

[The declared value of the pineapples invoiced at the St. Michael's consulate for shipment to the United States during 1914 reached the unprecedented total of \$81,948; in 1913 their value was but \$3,459. As stated in the Supplement (11a) to COMMERCE REPORTS for Apr. 28, this large increase was due to augmented shipments after the war began.]

According to official American records, the United States annually imports from foreign countries nearly \$1,300,000 worth of pineapples, Cuba being the main source of supply.]

STREET-RAILWAY CONCESSION IN SAMARKAND.

[Commercial Attaché Henry D. Baker, Petrograd, June 28.]

A Belgian syndicate, which has an important concession for street railway, lighting, and transportation of goods in Samarkand, a city of about 105,000 inhabitants, in Russian Turkestan, is unable to take advantage of its concession on account of financial difficulties due to the war.

A representative of the concessionnaires in Russia [whose name and address may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices] would be glad to get in touch with American capitalists with a view to selling out the concession or securing American partnership therein.

The concession is for 45 years and provides for a complete monopoly of the business of transporting passengers and freight and of electric lighting. It is understood that construction can begin any time, and that about \$500,000 would be required for immediate construction purposes. The city will furnish free the land necessary for a central station.

INCREASED BRAZILIAN USE OF FERTILIZERS.

[Consul Maddin Summers, São Paulo, June 7.]

The importation into Brazil of all classes of fertilizers increased 385 per cent from 1,942 tons in 1909 to 9,438 tons in 1912. In the consular district of São Paulo during the same period the increase was from 365 tons in 1909 to the very large figure of 6,912 tons in 1912, an increase of 1,787 per cent. In 1909 the fertilizers imported through the port of Santos amounted to 126 tons, rising to 6,646 tons in 1912, an increase of 514 per cent, and in 1913 the importation rose to the very great figure of 10,692 tons, being 8,334 per cent greater than that of 1909. In the corresponding period, 1909-1912, the area under cultivation in the State of São Paulo, where practically the entire importation was consumed, increased from 3,935,503 acres in the beginning of 1910 to 4,272,767 acres in 1912, an increase of 8 per cent. Taking the importation through the port of Santos as the basis of consumption for the State of São Paulo, the fertilizer consumed in 1912 was in the proportion of 3.11 pounds to the acre under cultivation.

Company Incorporated to Manufacture Fertilizers.

In 1912 a company was incorporated in São Paulo, as a result of which the only national company engaged in the manufacture of fertilizers was established. A plant was erected with a capacity of 10 tons of superphosphates daily. No statistics are available as to the actual production of this plant, but the actual output in 1913 was perhaps 10 per cent of the capacity, or about 400 tons. Cost of production being very high in Brazil and fertilizers being exempt from import duties, the national industry can hardly compete with the foreign product under present conditions.

The use of highly soluble compounds in this district is impractical, owing to the very heavy rainfall and the character of the soil. The imports here show a marked difference in character from the imports of the more central and more northern ports. The great increase in this district has been in the consumption of superphosphates rather than the more soluble nitrates. Analyses of four of the more important grades of the national product show as the percentages of principal ingredients:

Constituents.	Designation of product.			
	GC	A	J	C
Moisture.....	3.97	5.09	8.67	6.10
Phosphoric acid:				
Total.....	25.26	23.14	22.11	22.00
Soluble in citric acid.....	2.52	3.94	5.99	3.55
Soluble in water.....	0.35	.00	.00	.00
Potash.....	6.30	8.31	3.27	6.75
Nitrogen:				
Organic.....	1.78	1.91	3.51	3.02
Ammoniacal.....	.03	.00	.03	.03

Planters Unable to Make Purchases.

In 1914 the importation of all kinds of fertilizers practically ceased. During the first nine months of 1914 the imports through the port of Santos fell from 9,395 tons for the corresponding period of 1913 to 2,171 tons. The financial depression was the general cause of this decline, but the very direct cause was the low price of coffee, which was not sufficient to pay for production expense, the planters being unable to make purchases.

There are many old plantations, abandoned by their original owners, which could be readily reclaimed by proper treatment, but under present conditions such a course is not practicable. The price at which coffee is marketed to-day and the abundance of cheap virgin soil renders such reclamation unprofitable.

The Government is doing much toward educating the planters in the use of fertilizers. Two institutions, the Instituto Agronomico in Campinas and the Agricultural College in Piracicaba, make special studies of fertilizers and their adaptability to the various types of soil and the State government makes free analyses of soil.

Imports of Chemical Fertilizers, Except Nitrates.

Imports into Santos of all classes of chemical fertilizers, except nitrates, for the five years 1909-1913 were: In 1909, 55,171 pounds; 1910, 808,110; 1911, 9,995,239; 1912, 26,467,624; 1913, 18,928,231. These represented in value: 1909, \$1,176; 1910, \$15,061; 1911, \$208,659; 1912, \$256,659; 1913, \$372,842. A very large proportion in the last three of these years came from Germany, figures for 1909 and 1910 not showing the details for separate countries. A comparison of the first nine months of 1913 and 1914 gives these figures:

Country of origin.	1913	1914	Country of origin.	1913	1914
	<i>Pounds.</i>	<i>Pounds.</i>		<i>Pounds.</i>	<i>Pounds.</i>
Argentina	20,055	91,413	Portugal	165	225
Belgium	2,244,203	458,168	Sweden	1,857	90,000
United Kingdom	178,507	260	Switzerland	20	
France	80,721	2,230,389	All other		
Germany	12,455,978	1,295,202	Total	16,393,100	4,165,683
Netherlands	1,409,127	46			
Italy	4,369				

Imports of Nitrates and Values.

Imports of nitrates into Santos for the five years, with their values, were: In 1909, 196,189 pounds, \$11,648; 1910, 718,491, \$42,307; 1911, 834,831, \$33,763; 1912, 1,150,601, \$45,731; 1913, 2,457,060, \$88,857. A comparison of the quantities for the first nine months of 1913 and 1914 shows:

Countries of origin.	1913	1914
	<i>Pounds.</i>	<i>Pounds.</i>
Chile	1,985,653	110,513
United Kingdom	189,289	54,192
Germany	223,379	14,499
Italy		220
Total	2,398,321	179,424

Guano or animal fertilizers were imported during the five-year period in these amounts and values: 1909, 2,162, \$58; 1910, 70,458, \$2,009; 1911, 110,689, \$3,096; 1912, 100,431, \$2,994. There were no imports of guano or animal fertilizers during 1913 or the first nine months of 1914.

In calculating the values of the imports, the paper milreis was reduced to gold milreis on the basis of .593 gold reis to 1 paper milreis for 1909, 1910, 1911, 1912, and 1913. The calculation for 1914, however, is made directly from the governmental statistics for gold values of imports. In all cases, the gold milreis is converted into United States currency at the rate of 54.6 cents to the gold milreis.

THE FISHERIES OF HAVRE.

[Consul John Ball Osborne, Havre, France, July 1.]

The fisheries of Havre, while important, represent a secondary industry that attracts but little public attention. This is in accordance with the rule that an important commercial port is rarely, if ever, an important fishery port, since the development of commerce is detrimental to the development of the fisheries.

In fact, this local industry excites so little interest that the latest published statistics, which have just been issued, relate to the year 1912. From this source it appears that in that year there were in the whole of France 28,746 maritime fishermen registered and that the value of the product taken from the sea was \$25,715,755. In the same year the fishing fleet of Havre was manned by only 288 persons and the value of its catch was \$198,183.

Activity During Herring Season—Havre Fleet.

On the other hand, the outlying waters of the harbor, particularly in the estuary of the Seine, are often the scene of much activity. In the herring season, which usually begins in February or March and lasts about one month, it is not uncommon to see a float of 200 or more boats belonging to Havre, Honfleur, Trouville, Fecamp, Dieppe, and Treport, with a few large trawlers from as far away as Boulogne. The following statistics, however, relate only to boats registered in Havre:

The Havre fishing fleet is composed of 3 steam vessels having an aggregate value of \$64,655 and a tonnage of 573; 4 boats propelled mechanically, valued at \$2,895, with a total tonnage of 12; and 186 sailing boats, with an aggregate valuation of \$15,825 and a tonnage of 580. This fleet, therefore, consists of 193 boats of a total registered tonnage of 1,165, and a valuation of \$83,375. The value of the fishing equipment is \$16,320.

Only Registered Fishermen May Sell Catch.

By the terms of the French law regulating this industry the registered sailors or fishermen are the only ones authorized to sell their catch. In this port, in addition to the 288 registered fishermen, there are 120 persons who were engaged in the industry on the quays and in the discharge of the boats. An interesting point is that the total catch of the Havre fishermen is consumed in the city of Havre, while the bulk of the catch of the fishermen from neighboring French ports is shipped through Havre to Paris.

The product of the Havre fleet engaged in the deep-sea fisheries in the English Channel in 1912 was 198,416 pounds of herring caught with the net, representing a value of \$11,966; 330,693 pounds of mackerel caught with the drag net and having a value of \$16,019; and 1,433,005 pounds of various other fish, sold at \$55,391. The coastwise fisheries of the Havre fleet in the estuary of the Seine and in the roadstead of Havre yielded, in the year under consideration, 212,856 pounds of herring taken with the net and having a value of \$10,663; 438,114 pounds of mackerel taken with the drag net and line, and sold at \$18,059; 1,588,761 pounds of various other fish taken with nets, estimated at \$72,282; and 8,212 pounds of shrimps taken with the drag net in the estuary, having a value of \$614.

Shellfish—New Boats.

The fishermen of Harfleur, Trouville, and Honfleur furnish the bulk of the supply of shrimps sold in the market of Havre. The local fleet in 1912 caught off the coast of Bleville 2,094 pounds of lobsters, valued at \$405, as well as 45,822 pounds of different shellfish taken in the same waters and representing a value of \$3,470. There are no oyster beds at Havre, but 36 fishermen of the local fleet took during the period September 1 to June 15, 1912, from the oyster beds of Dives and the roadstead of Havre 428,400 oysters, which were sold for \$6,948. Eight of the Havre fishing boats are registered for the prosecution of this branch of the industry. During the period April 1 to September 1, 1912, five Havre fishermen gathered by hand on the bank of the Ratier 8,116 bushels of mussels, representing a value of \$372.

Fishing was also done by 10 registered fishermen within the various basins of the port of Havre, who landed, in the year under review, 2,921 pounds of eels, yielding \$235; 1,157 pounds of mullet, yielding \$119; and 20,393 pounds of various other fish, representing a value of \$1,640. Even fishing by shore is carried on by registered fishermen, 12 of whom caught 5,181 pounds of various fish, which brought \$235, and 1,819 pounds of shrimps, valued at \$162.

Thirteen fishing boats, with a total registered tonnage of 54 and a valuation of \$10,468, were built in Havre during 1912.

AN OPENING FOR CAPITAL IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 21.]

There should be openings in New Zealand for capital in financing undertakings and floating Government and municipal loans, according to the following taken from the New Zealand Herald, a leading daily of this city:

"With the closing of the London money market, that fertile channel of supply of our local financial requirements has become absolutely sealed," said Mr. H. Beauchamp at the meeting of the shareholders of the Bank of New Zealand in Wellington yesterday. "We have consequently no loan flotations to chronicle on this occasion. For the information of those local bodies who may have schemes of expenditure in prospect, I may say that, apart from the uncertainty of the war's duration, it is, in my opinion, exceedingly unlikely that the London money market, even after the termination of hostilities, will become favorable for the issue of loans for some time. The demand for capital to make good the destruction that has been wrought by the war will be enormous, and the sources of supply will, to some extent, have run dry. It is, therefore, only reasonable to assume that it may be some years before the financial equilibrium is restored and normal conditions again prevail. In any case, when considering the question of loan flotations, borrowers will no doubt have to readjust their ideas as to rates, for when London loans again become possible there is bound to be a great rush for applications, and this naturally will result in lenders demanding higher rates than those which in recent years they have been ready to accept."

The above is accepted here as the conditions that must be met and the business interests are governing themselves accordingly. A beet-sugar plant is under consideration; important harbor improvements at Auckland are contemplated; the New Zealand Government is considering a loan; and there are minor schemes under consideration that will call for capital to the total of several millions of dollars.

DECISIONS OF COURTS AFFECTING LABOR.

The United States Bureau of Labor Statistics has just issued its annual review of court decisions affecting labor as its Bulletin No. 169. Approximately 265 decisions are summarized, dealing with the application and construction of the laws or with the application of the principles of the common law to the rights and relations of the worker.

Decisions of outstanding importance which are reviewed in this bulletin include the final opinions of the appellate and Supreme Courts of the United States in the famous Danbury Hatters' Case, holding members of unions personally liable for damage from boycotts; the dissolution of the famous injunction in the case of John Mitchell against the Hitchman Coal & Coke Co. of West Virginia, and holding labor unions legal; and the Supreme Court's opinion in the Coppage case, overthrowing the law of Kansas, which undertook to protect workmen in their membership in labor organizations. In the last-named case the dissenting opinion, which defended the constitutionality of the act, is also given.

The largest group of cases on a single subject is that relating to the new form of legislation known as workmen's compensation laws. The decisions on this subject range from questions of constitutionality, decided adversely in the case of the Kentucky statute and favorably in other State courts, to the determination of definitions or of single points of dispute. In considering occupational diseases, for instance, the Massachusetts courts hold lead poisoning to be within the State act, providing for compensation for "personal injuries arising out of and in the course of employment," while the Michigan courts, under the provisions of a State law similarly expressed, hold that a case of lead poisoning is not entitled to compensation. An optic neuritis, induced by inhaling poisonous gases, was also compensated in Massachusetts, while in New Jersey the court disallowed a claim on account of eczema said to be caused by acids used in a bleachery. Other decisions relate to the mode of computing benefits, the definition of the term "casual employment," what constitutes dependency, willful act, incapacity, etc. Taken in connection with an earlier bulletin on the same general subject, the Bureau of Labor Statistics has here presented one of the most complete collections of cases on American compensation laws in existence.

Another important group of decisions in a related field is of those determining the application of the Federal liability statute to different classes of railroad employments. Several cases are found which turn on the nature of the employment of the injured person, i. e., whether in interstate commerce or not. The courts are not uniform in their construction of this statute, but among the employments found to be within the act were those of a blacksmith repairing cars used in interstate commerce, a telegraph lineman engaged in repair work, workmen installing block-signal systems, a carpenter building an addition to a freight shed, a laborer carrying coal to heat a shop in which interstate cars were being repaired, etc. Employments, which according to the decisions were excluded, were workmen constructing cut-offs for shortening interstate trackage, a hostler killed by the explosion of the boiler of a locomotive whose last run was intrastate, and a switch-engine fireman who was at the moment han-

dling only intrastate cars, though his work regularly involved the handling of both classes of commerce indiscriminately.

Other classes of Federal laws that received considerable attention in the court decisions are those limiting the hours of service of railroad employees and requiring the supply and maintenance of safety appliances.

Other interesting cases are one that grew out of the textile workers' strike in Massachusetts, in which the accountability of the collectors of a fund intended for the relief of strikers' families was affirmed; one connected with the bridge workers' campaign against nonunion employers, involving the transportation of explosives in interstate trains; a murder trial growing out of the incitement of a strike leader urging his followers to prevent arrests in the hop pickers' strike in California; and a question of the validity of a sentence of a military court during the disturbances among the miners of Silver Bow County, Mont.

The power of an employers' association to enforce its rules is maintained in a case in which such an association was held by the court to be entitled to recover from one of its members the sum of \$5,000 as damages for his defection in a struggle against closed-shop contracts. In connection with this may be mentioned a case deciding the illegality of a combination in restraint of trade undertaken and carried on by an association of retail lumber dealers by blacklisting wholesale dealers who sold directly to the consumer.

The minimum wage law of Oregon is noted in this Bulletin as the first law of this class to receive judicial consideration, being upheld by the supreme court of that State. From this decision an appeal has since been taken to the United States Supreme Court.

AMERICAN FRUIT PREFERRED.

[Consul Samuel C. Reat, Calgary, Alberta, Canada, July 10.]

The Fruit Growers' Convention of the Provinces of British Columbia and Alberta adjourned to-day, after a session of four days.

After a full investigation of methods of distributing British Columbia fruit, the convention yesterday unanimously indorsed a resolution recommending the Dominion Parliament to appoint a royal commission to inquire into the fruit distribution and marketing methods of Canada. The movement is regarded as the most radical one ever initiated in Canada, and if the recommendation be adopted by the Government a new precedent will be established in Canadian commerce.

The statement made by a Canadian, one of the largest importers of fruit in Canada, regarding the desirability of fruit imported from the United States and sold in Calgary at the rate of a carload a day, in spite of duty, war tax, and freight, in preference to British Columbia produce, provoked some questions and criticisms from the growers.

The success of the fruit industry in the United States is due, it was averred, to the favorable treatment of the jobbers, who handle on an f. o. b. basis altogether.

HOMESTEADING IN THE PHILIPPINES.

[J. F. Boomer, correspondent, Manila, June 2.]

The Bureau of Lands is undertaking a special campaign to stimulate homesteading in the Philippine public domain. Public land inspectors have been increased by 14 men to reach a greater number of prospective homesteaders with information and to make the inspections promptly. According to the Bureau of Lands there are 26,694,500 hectares (1 hectare=2.47 acres) of public lands subject to homestead, whereas only 3,423 hectares have been entered during the 10 years that the homestead law has been in force in the islands.

The American Colony.

The Government agent in charge of the Momungan agricultural colony, composed of Americans, reports that it is now in a fair way to prosper. The long-continued drought was broken early in May by daily showers. The drought had continued from the arrival of the first settlers in July, 1914, up to May of the current year. With the arrival of the rains planting and cultivating began in earnest. The crops raised during the past year were grown, despite the drought, by extreme hard work and care.

The homesteads of the 60 colonists were found to be in excellent condition and advanced state of improvement. The houses were all substantially built and many of the homesteads had good sheds and shelters for the work animals and implements. Each colonist has 1 to 15 hectares cleared, plowed, and ready for planting or already planted. In many instances the land was planted before the beginning of the rains and the crops are now flourishing. Fifty of the 60 colonists were interviewed, the others being away on business. All expressed confidence in the success of the venture in spite of the prolonged drought. The health conditions of the colony were extraordinarily good, scarcely any sickness having occurred. Only one death has been registered in the 10 months of the colony's existence, and that was of a very young infant. The colony is laid out on a fertile plateau about 1,000 feet above sea level. There is an abundance of water from the Agusan River, which flows through the colony. The climate is such that a native of the temperate zone can labor in the field eight hours a day without experiencing any hardship. The colony also has the advantage of a plentiful supply of timber available for building material and firewood.

Aid by the Government Bank.

The management of the Government Agricultural Bank of the Philippines has matured plans by which the interest rate on loans will be reduced from 8 per cent to 7 per cent per annum. The bank was organized about six years ago by the Government in hope that its operation would teach the people the advantages of such a banking institution to assist farmers and with the expectation that after the institution had been operating long enough to allow capitalists to see that it was a success private capital would take it over and permit the Government to retire from the banking business and still leave an institution of great assistance to the farmers.

The first loans were made on 5-year terms at 8 per cent. Many of these loans are now falling due. Instead, however, of collecting the full amount of the loans, the bank management has decided to collect only 20 per cent of such loans from persons desiring to continue them, extending the remainder of each loan over a new period of 10 years, with interest at 7 per cent, making one-tenth of the principal payable each year.

The bank is capitalized at \$500,000. It has about \$2,500,000 provincial government funds on deposit, which, together with other deposits, which it is permitted to loan to a limited degree, it has a working capital of about \$4,000,000. All provincial government funds on fixed deposit with the bank draw $3\frac{1}{2}$ per cent interest where the time fixed is one year and at the rate of $2\frac{1}{2}$ per cent for less than one year. Wherever commercial banks are prepared to handle the business the Agricultural Bank withdraws. Originally the bank was allowed to loan only 20 per cent of its funds, but recently an order was signed by the Governor General raising the limit to 35 per cent.

SWEDISH ROUTE TO RUSSIA.

[Consul General Ernest L. Harris, Stockholm, Sweden, July 1.]

Inasmuch as commerce through Archangel is practically limited to Russian Government orders, commercial interests in the United States may be interested in knowing something about other routes that may be feasible for private commerce. Especially is this the case when one takes into consideration that sending merchandise by way of Vladivostok is not only expensive but slow.

The western routes open may be indicated as follows:

(1) New York-Bergen, by way of the Norwegian Steamship Co.; Bergen-Stockholm, Wasa, or Raumo, in Finland, and thence to any point in Russia.

(2) New York-Narvik, in northern Norway; Kemi and Gamla Karleby, in Sweden, Haparanda, and thence to any point in Finland or Russia. This route is difficult and not much used.

(3) New York-Christianania, by the Scandinavian Steamship Co., thence to Stockholm, Wasa, or Raumo, and all points in Finland and Russia.

Certain firms in Stockholm [the names of which may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices] will undertake to send American merchandise in transit to Russia. Direct inquiries to these firms will bring the latest reliable information on the subject.

RUSSIAN GRAIN CROPS.

A report, dated June 23, 1915, from the International Institute of Agriculture at Rome to the United States Department of Agriculture forecasts the 1915 harvest of winter wheat in European Russia (54 Governments) as 301,508,000 bushels, and the winter rye crop, 941,736,000 bushels. These are increases over last year of 40.3 and 19.6 per cent, respectively. The figures refer apparently to all European Russia, except Poland.

REGULATION FAVORS DOMESTIC BILLS OF EXCHANGE.

The use of domestic bills of exchange in the United States is facilitated by a new regulation issued by the Federal Reserve Board, in which "trade acceptances" are dealt with as a distinct class of commercial paper, for which the board is prepared to approve the establishment of a discount rate somewhat lower than that applicable to other commercial paper, provided the paper is indorsed by a member bank, accompanied by waiver of demand notice and protest.

This action by the Reserve Board meets a demand which has already been recognized by business men of the United States. One manufacturing concern has written to the Department of Commerce advocating a wider use of this class of paper as a substitute for notes or the open account in commercial transactions. Special stress was laid by this corporation in its communication upon the desirability that American bankers should study in a comprehensive way the business advantages of the domestic bill of exchange. Attention was called to the fact that its use prevailed generally throughout practically all the other nations of the world.

Will Aid Banking and Domestic Commerce.

Under the system heretofore commonly used in the United States, in the view of the writer of the communication, the seller of goods has been practically an involuntary banker for the buyer, and it was his opinion that banking and domestic commerce would take a great leap forward if the open account and the note system were superseded by the class of paper in use in other nations.

Sixty or seventy years ago domestic bills were more widely used in the United States than at present. The change was then made to the system prevailing in recent years, which is not in vogue elsewhere, with some exceptions in Canada.

The wider use of the domestic bill will depend, as a rule, upon the attitude of the bankers, who will govern the practice by the fact as to which kind of paper they make most profitable to the business man. The draft, it is recognized, makes a neater transaction and tends to give the lowest rate of interest to the borrower at the bank, as the accepted draft can be discounted at smaller interest. On the other hand, it is found that in some instances the American business man likes the discount that he is able to get on the open-account system.

Increases Service of Federal Reserve Banks.

In promulgating Regulation P, dealing with trade acceptances, the board, through its governor, Charles S. Hamlin, and its secretary, H. Parker Willis, expresses the belief that it will considerably enlarge the scope of service of the Federal reserve banks and, incidentally, assist in developing a class of "double-name" paper which, it says, "has shown itself in so many countries a desirable form of investment and an important factor in modern commercial banking systems." Regulation P defines this class of paper, gives the conditions under which it is eligible for rediscount, and prescribes the method of certifying eligibility in these terms:

In this regulation the term "trade acceptance" is defined as a bill of exchange of the character hereinafter described, drawn to order, having a definite

maturity and payable in dollars in the United States, the obligation to pay which has been accepted by an acknowledgment, written or stamped, and signed, across the face of the instrument by the company, firm, corporation, or person upon whom it is drawn; such agreement to be to the effect that the acceptor will pay at maturity, according to its tenor, such draft or bill without qualifying conditions.

A trade acceptance to be eligible for rediscount under section 13, with a Federal reserve bank at the rate to be established for trade acceptances, (a) must be indorsed by a member bank, accompanied by waiver of demand notice and protest; (b) must have a maturity at the time of discount of not more than 90 days; (c) must be accepted by the purchaser of goods sold to him by the drawer of the bill, and the bill must have been drawn against indebtedness expressly incurred by the acceptor in the purchase of such goods.

A trade acceptance must bear on its face or be accompanied by evidence in form satisfactory to the Federal reserve bank that it was drawn by the seller of the goods on the purchaser of such goods. Such evidence may consist of a certificate on or accompanying the acceptance, to the following effect: "The obligation of the acceptor of this bill arises out of the purchase of goods from the drawer." Such certificate may be accepted by the Federal reserve bank as sufficient evidence; provided, however, that the Federal reserve bank, in its discretion, may inquire into the exact nature of the transaction underlying the acceptance.

Regulations Relating to Commercial Paper.

Regulations relating to commercial paper which were issued by the Federal Reserve Board on January 25, 1915, gave the following definition:

The Federal Reserve Board, exercising its statutory right to define the character of a bill eligible for rediscount at a Federal reserve bank, has determined:

(a) That it must be a bill, the proceeds of which have been used or are to be used in producing, purchasing, carrying, or marketing goods in one or more of the steps of the process of production, manufacture, and distribution.

(b) That no bill is "eligible" the proceeds of which have been used or are to be used—

(1) For permanent or fixed investments of any kind, such as land, buildings, machinery (including therein additions, alterations, or other permanent improvements, except such as are properly to be regarded as costs of operation). It may be considered as sufficient evidence of compliance with this requirement if the borrower shows, by statement or otherwise, that he has a reasonable excess of quick assets over his current liabilities on open accounts, short-term notes, or otherwise.

(2) For investments of a merely speculative character, whether made in goods or otherwise.

The Reserve Board also states in its bulletin that the word "goods," when used in this regulation, shall be construed to include goods, wares, merchandise, or staple agricultural products, including live stock.

It is also provided that statements of the borrower's financial condition may be waived where bills offered for rediscount have been discounted by member banks for any of their depositors in the following cases: (1) If the bill bears the signatures of the purchaser and the seller of the goods and presents prima facie evidence that it was issued for goods actually purchased or sold; or (2) if the aggregate amount of obligations of such depositor actually rediscounted and offered for rediscount does not exceed \$5,000, but in no event a sum in excess of 10 per cent of the paid-in capital of the member bank; or (3) if the bill be specifically secured by approved warehouse receipts, covering readily marketable staples.

LACK OF TONNAGE HITS WOOD-PULP INDUSTRY.

[Consul General Ernest L. Harris, Stockholm, Sweden, July 1.]

In the production of wood pulp the situation in the grinding mills in the middle and southern parts of Sweden is unchanged on the whole. During the first part of May there was a slight decrease in the purchases, but during the last fortnight the demand has increased, and some sales have been made for prompt delivery at unchanged prices—about \$23 to \$24 per metric ton (2,204.6 tons), net f. o. b. Gothenburg, for dry pulp, and about \$9 to \$10 net f. o. b. Gothenburg, for wet pulp; all inclusive of the usual agent's commission.

The situation, however, is less favorable for the grinding mills situated in Norrland because the lack of tonnage in the Baltic, as well as the enormously enhanced freight rates from there, had an adverse effect on such a relatively cheap raw material as wet pulp. Inasmuch as the grinding mills in Norrland represent more than three-fourths of Sweden's wet pulp for export, and material of this nature can not stand storing during the warm season without being damaged, the mill owners in Norrland are naturally very anxious.

Market for Chemical Pulp.

Since the British Government issued an export prohibition for coal the pulp purchases in England have been especially brisk, and the paper mills there are anxious to get as much Swedish pulp as possible on current contracts, but the lack of tonnage is a serious feature. In order to facilitate, if possible, the export of pulp to England the English paper manufacturers' association has pointed out, in a communication to the British Government Board of Trade, how the whole English paper industry is absolutely dependent on the Scandinavian wood-pulp factories for its raw material, and that it is therefore important that these factories be kept going. The English paper manufacturers have therefore requested that export license for coal be granted the Scandinavian wood-pulp factories to the full extent of their requirements without delay.

The need of chemical as well as mechanical wood pulp is also very great in the French market, and there has been success even in delivering some shipments from the Baltic to Nantes and Rouen. The French paper mills, however, to a great extent stand in need of necessary workmen, and they must therefore limit the manufacture. In consequence, the home paper industry in France can not cover the needs of the country, and the French Government has until further notice reversed the duty on news paper and ordinary printing paper.

Recent Changes in American Market.

The American market, contrary to expectations, has been very quiet of late. One can notice, however, from the latest communications, that this market has improved considerably, and nearly all paper mills report now that they are getting many orders. Any increase of the import of wood pulp from Canada can not be depended upon. Nearly the whole import requirements must be covered from Sweden and Norway.

The sulphate market is comparatively quiet, but the supply of sulphate pulp for prompt delivery is small, and what is in the market

can easily find buyers at fixed prices. No large purchases have been made of late, either of sulphite, sulphate, or grinding pulp, for delivery in 1916 or 1917.

[A previous report on the Swedish wood-pulp market was published in COMMERCE REPORTS for June 19, 1915.]

VANCOUVER'S EXPORTS TO UNITED STATES.

[Consul General R. E. Mansfield, Vancouver, British Columbia, July 9.]

The value of the exports from Vancouver to the United States, according to invoices certified at the United States consulate, for the first six months of 1915, compared with the corresponding period in the preceding year, represents a substantial increase for the present year, the total being \$8,553,541, compared with \$5,478,904 in 1914. The exports to the Philippines for the same periods dropped from \$14,685 to \$13,243. Among the principal items were:

Articles.	1914	1915	Articles.	1914	1915
Cattle	\$290,804	\$194,382	Provisions—Continued.		
Bullion	742,916	551,562	Rice	\$27,552	\$157,198
Fish, fresh:			Tea	29,383	17,754
Halibut	218,060	47,277	Rubber		613,163
Salmon	93,939	27,248	Wood manufactures:		
Ore:			Flooring		29,807
Blister copper	210,960	1,757,922	Logs	103,797	325,318
Copper	830,137	747,968	Lumber	216,155	473,739
Provisions:			Paper	803,509	419,910
Beef	61,238	2,447	Pulp	123,711	90,665
Coffee	14,530	2,069	Shingles	1,049,924	1,743,274
Eggs	85,575	5,874			

CANADIAN NEWSPAPER STATISTICS.

[Consul General R. E. Mansfield, Vancouver, July 14.]

The 1915 edition of McKims newspaper directory shows a total of 1,538 Canadian publications, classified as follows: Dailies, 150; triweeklies, 7; weeklies, 1,065; semiweeklies, 45; monthlies, 250; bi-monthlies, 3; and quarterlies, 18. The census shows approximately 1 daily for every 10,000 families and 1 weekly for every 1,500 families in the Dominion.

The figures given in the directory show that the war has not seriously affected the newspapers of Canada. While the increase in new publications was less than in the year previous to the beginning of hostilities and the rate of suspension of the weak ones increased, most of the leading papers, particularly the dailies, show a healthy increase in circulation, three of the metropolitan dailies having reached or passed the hundred thousand mark.

Vancouver maintains four daily newspapers, all published in well-equipped plants and provided with a telegraph service which places them in the first class. In addition to these are a number of weekly and monthly publications, including several trade papers, are well patronized, and have large circulations.

The 18,000 regularly established libraries in the United States contain more than 75,000,000 volumes, or an increase of 20,000,000 since 1908.

THE AMERICAN WOOL-GREASE INDUSTRY.

[Commercial Agent F. L. Roberts, Boston.]

Wool grease, known also as degrass and brown wool grease, is obtained from wool in the process of cleaning, and is used principally by tanners for stuffing leather, by cordage manufacturers, in the manufacture of certain kinds of lubricating oils, and to a small extent in a few other industries. A refined product known as lanolin is much used in pharmacy in the preparation of emulsions, ointments, etc.

The United States has always depended upon foreign countries for the bulk of crude wool grease and for nearly all of the refined product. England, France, Belgium, and Germany are the main sources of supply. During the fiscal year ended June 30, 1914, the United States imported 12,284,246 pounds of crude wool grease and 2,691,591 pounds of refined products. The total annual imports of both articles has averaged close to 15,000,000 pounds for the last five or six years, of which approximately 85 per cent has been crude wool grease.

Production in the United States.

A 1913 estimate places the domestic production of crude wool grease at 6,500,000 pounds, which is probably about the productive capacity at the present time. Refined degrass has been produced in the United States in the last few years, but not in large amounts, as the cost of manufacture is too high to allow the domestic article to compete with the foreign product. The total annual consumption of crude wool grease in this country is estimated at about 19,000,000 pounds, of which only 35 per cent is produced by American mills.

The selling price of crude wool grease has advanced from 2 and 3 cents a pound a year ago to about 7 cents, and even as high as 8½ cents within the last few months. The war, of course, has been the principal cause of this increase, as imports from the foreign sources have decreased from 9,628,875 pounds during the first nine months of the fiscal year 1914 to 6,076,144 pounds for the corresponding period of 1915. Imports of refined wool grease for the same periods showed a decline from 1,923,375 pounds to 454,005 pounds. Another cause of high prices is that the American wool-scouring establishments that manufacture degrass have been for some time operating below capacity. The price of the materials used in the extraction of grease from wool, as well as the price of raw wool, has also risen during the last year. It is said that the leather trade is not using as much degrass as usual because of the reduced demand for certain kinds of leather in the manufacture of which degrass is largely used, and also because the introduction of chrome tanning has to some extent lessened the use of wool grease. This slackened demand, however, has not been sufficient to prevent the price of degrass from increasing, and there is no immediate prospect of a decline.

The wool-grease industry is peculiar in that it has been largely created in foreign countries, and to some extent in the United States, by legislation prohibiting the wool scourers from running the grease into the rivers and streams. Few mills have gone into the manufacture of wool grease with the expectation of making a profit, as the cost of manufacture, especially in this country, is stated to be

2 to 3 cents a pound, while the selling price in the United States has averaged about $2\frac{1}{2}$ cents a pound. It seems to be the opinion of the producers that in spite of the fact that they are making profits at this time, they will not undertake the erection of new plants nor the enlargement of their present establishments. They assert that in ordinary times the amount of wool grease produced in this country and abroad is amply sufficient for all needs, and that unless new uses are found for the product there will be no material increase in the American output.

Both dark and light greases are made in this country, but there is not sufficient demand for any one grade to raise the price much above that of any other grade. There are two processes that are well known—the naphtha, or solvent, process, which is employed by two American mills, and the alkali, sulphuric acid, or Yorkshire process, which is the older and more common method.

Manufacture of Degras in South America.

The suggestion has been made that it might be practicable to manufacture degreas in South America instead of sending the raw wool to the United States or Europe, but New England woolmen do not consider the plan feasible. There is practically no demand for crude wool grease in South America, and if the grease were exported to the United States and Europe it would have to compete with highly specialized industries. Moreover, the cost of erecting a first-class degreas-manufacturing plant is very high, and it requires several years to put such a plant in operation. Wool scouring is an art, and many woolen manufacturers insist on scouring their own wool, even though they do not reclaim the grease, in order that they may be sure of having first-class wool for spinning.

A complete list of degreas manufacturers in the United States and a brief description of the naphtha and alkali processes may be obtained from the Bureau of Foreign and Domestic Commerce or its branches.

SHIPPING IN JAPAN.

[Consul General George H. Seidmore, Yokohama, June 23.]

In reply to American inquiries asking for information as to the prospects of additional Japanese steamship service if the Pacific Mail Steamship Co. should withdraw from the Pacific, the Japanese steamship companies have made no statement regarding their intentions.

As already reported by this office (see *COMMERCE REPORTS* of Apr. 6 and May 15, 1915), there has recently been a great shipbuilding boom in Japan. Most of the new ships being built are ostensibly for either the local coasting trade or for the run to European ports. No mention has been made of new ships on the American services, nor will the Japanese Government grant subsidies for a greater number of ships.

There may be some significance in the rumor of an amalgamation of the Nippon Yusen Kaisha and the Toyo Kisen Kaisha. It is also reported that the Nippon Yusen Kaisha will double its present capital of 23,000,000 yen (\$11,454,000).

SWISS TO BUY AMERICAN MACHINES DIRECT.

[Prepared in American consulate at Zurich, Switzerland, June 19.]

Perhaps never before in the history of Switzerland has there existed such promise for independent commercial progress as at present. The state of war, involving the principal nations of Europe, is responsible for much optimism here.

Many Swiss firms which have been dependent upon European representatives in surrounding countries for products coming from the Orient, England, and America now look forward to independence when seeking to supply their own demands through importation. They believe that the time has arrived when it will be mutually advantageous for American manufacturers and exporters and Swiss buyers to establish direct connections.

Importer Receives Many Substantial Orders.

Increasing demands are now being made upon foreign representatives in Switzerland for American goods, and indications are that they will continue to grow. One importer of American machines and machine tools states that his firm is receiving many substantial orders for American products, whereas goods manufactured on the Continent of Europe were formerly in demand. He believes that during the war and for sometime afterwards orders will be placed in Switzerland for machinery and tools which have previously been given direct to factories in surrounding countries.

Prominent firms in Switzerland representing American manufacturers of machinery and machine tools, upon being interviewed, stated:

"American experts, or Swiss experts trained in America, should be sent over to assist in the sale, and especially in the installation and operation of machines. They should provide their customers with full particulars for tooling and operating the machines to their utmost capacity. They could study the wants and take special notice of the various requirements of the countries they visit.

"The experts should be paid by the American firms, unless special agreement is made with the agent to pay him for special work or in case of a longer stay.

Neat, Original Catalogues Recommended.

"The American manufacturer should have neat, original catalogues containing full descriptions of the machines, with drawings and line cuts. Specifications should be made of the equipment included, in quoting the price of every machine, the horsepower required, the space to be occupied, the weights, gross and net, and the dimensions of the boxes for shipment. The weights and measures should be given in metric terms.

"Any change made in the construction or original design of the machine or mechanism should be shown, giving full particulars, with sectional drawings accompanying the specifications, and information as to the reasons for the change should be stated plainly.

"The invoice should bear the marks and numbers of the cases, giving weights, dimensions of boxes, shipping line, and name of the forwarding agent. Special care should be given to the boxing of the machines. If possible, instructions should be obtained from high-standing firms who have had years of experience in packing machinery.

"American manufacturers should allow a liberal discount to their agents and full protection in referring every inquiry to the respective representative. This applies also to small tools, measuring instruments, etc.

"The greatest chances of success for American manufacturers will be in the originality and especially in the high quality of their goods, which have heretofore been their chief characteristics."

[Photographs of the interior of a watch factory at Tavannes, Switzerland, showing American machinery and tools in use, may be had from the Bureau of Foreign and Domestic Commerce, Washington, or its branch offices.]

VALUE OF STEEL IMPORTS INTO BRAZIL.

[Consul General A. L. M. Gottschalk, Rio de Janeiro, May 20.]

The year 1913 was characterized in the iron and steel trade by inflated imports and overstocking of warehouses in Brazil; the succeeding year (1914) was marked by a financial depression, a fluctuating currency, and a sudden cessation of imports from certain European sources after August 4, when the war broke out. Neither 1913 nor 1914 may, therefore, be considered a normal year for statistical purposes.

Going back, however, to the years 1910 to 1912, the importations of the various classes of iron and steel articles showed the following average yearly amounts, percentage from the United States being also given: Bar, rod, plate, and sheet iron, \$1,521,000, 5 per cent; cast, pig, puddled iron, and filings, \$369,000, 0.7 per cent; iron and steel wire, \$3,963,000, 26 per cent; galvanized corrugated sheets of iron and steel, \$1,462,000, 11 per cent; iron and steel axles, wheels, and parts for railway cars, \$919,000, 21 per cent; iron and steel axles and wheels for other vehicles, \$73,000, 26 per cent; manufactures of tin plate, \$113,000, 10 per cent; tin plate in sheets, \$1,612,000, 10 per cent; staples, nails, screws, and rivets, \$523,000, 22 per cent; superstructure for buildings, \$2,675,000, 8 per cent; iron and steel telephone and telegraph posts and parts for bridges and fencing, \$1,534,000, 22 per cent; rails, plates, and railroad accessories, \$7,624,000, 18 per cent; tubes, pipes, etc., \$2,903,000, 11 per cent; bar and rod steel, \$751,000, 10 per cent.

CANADA GROWING.

[Consul Harry A. Conant, Windsor, Ontario, July 19.]

Canada's population now exceeds 8,000,000, according to a report just received in Windsor from Ottawa. The figure given is 8,075,000, and includes soldiers at the front.

This is the first time that the 8,000,000 mark has been passed. The growth of population since the census was taken in 1911 is officially estimated at approximately 850,000, or about 200,000 a year. The total immigration to Canada since the census of four years ago has been, in round numbers, 1,330,000.

It is thus apparent that since the immigration exceeds the estimated increase in population by nearly 500,000 there is still a considerable annual exodus of Canadians to the United States or other countries.

BRITISH COLUMBIA MINING ACTIVITY.

[Consul General R. E. Mansfield, Vancouver, Canada, July 13.]

The annual mineral output of British Columbia is valued at approximately \$30,000,000, the figures for 1913 exceeding that amount, while the product last year was some \$4,000,000 short of that of the previous year. The decrease in the value of minerals produced in the Province last year, as compared with 1913, was due to the European war, which disturbed the metal markets throughout the world, producing a depressing effect upon the industry in British Columbia.

The copper output of the Province at present is about 50,000,000 pounds a year, with the probability of an increase to double that amount within the next year.

There was a material increase in mining activities in the Province during the first half of the present year. The Granby Co., which owns and operates the largest mining plants in British Columbia, is increasing the daily capacity of its smelter at Anyox to 4,000 tons of ore, which, with the additions, will equal in capacity the company's smelter at Grand Forks, British Columbia, the largest copper smelter in the British Empire. The additions to the Anyox plant include six new furnaces, with a capacity of 700 tons a day each. The new furnaces will be put into operation the latter part of this year, and as soon as in commission the Granby Co. will be in a position to produce in the two plants a total of over 50,000,000 pounds of copper annually, and will be the largest employer of mine labor on the Pacific coast. The company has developed in its mines ore to the approximate value of \$100,000,000, or more than one-fifth of the total mineral production of the Province up to date. In addition to treating by far the largest tonnage of any mining company in the Province, the Granby Co. brings in ore from the United States and from Alaska for treatment in British Columbia.

The increase in the use of copper in the manufacture of war materials has increased the demand for this valuable metal, and the outlook for profitable business for the copper-mining companies operating in British Columbia is promising. The two principal producers on the Pacific coast are the Granby and the Britannia companies, and when plants now being installed are completed these companies will have a combined capacity of approximately 90,000,000 pounds of copper annually.

The principal copper mines in British Columbia ship their products to the following places in the United States: Trail to Tacoma, British Columbia Copper to New York, Britannia to Tacoma, Granby to New York, Marble Bay to Tacoma, and Hidden Creek to New York.

The net earnings of the Granby Co. have reached an average of \$300,000 a month. With an increasing production and the advance in the price of copper the profits of this company probably will be greater in the future than in the past.

Over \$100,000,000 are invested in mines and mining properties in British Columbia, about four-fifths of which is controlled by American capitalists.

Zinc Production.

Zinc production is assuming increasing importance in British Columbia, owing to the high prices ruling for the metal of late.

Shipments now average between 800 and 900 tons a month. The ore is shipped to United States smelter works for treatment, there being no zinc-reducing plants in this Province. The principal zinc shippers are Rambler, Surprise, and Hewitt, in the Slocan, and the White-water and Utica in the Ainsworth mining districts.

ONION SEED CROP PROSPECTS IN CANARIES.

[Consul George K. Stiles, Tenerife, Canary Islands, June 22.]

With harvesting well under way, reports warrant a forecast of the 1915 onion seed crop in the Canary Islands. Last year this constituted over one-half of all exportations from this district to the United States, hence the outlook is important to American buyers. The coming crop, which should begin moving toward American ports late next month, shows a yield above the average. On the other hand, there was considerable underplanting.

Orders are large, and all dealers report increasing prices and a strong market undertone, due to buying orders of unusual size, not only from the United States but from Cuba and Argentina. Much of the present crop was grown under contract, and many contractors have already sold their holdings at a good profit, before the crop was ready for delivery.

With the outlook tending strongly toward a short supply there is a temptation among some dealers to mix old seed with the new, and detection until after actual sowing is difficult. It is therefore suggested that American buyers deal only with long-established exporters of onion seed, who will allow just claims.

The most vexing question this season will be securing bottoms, as freight rates via British ports are both very high and uncertain. This has caused great expense to American importers, who have found all chances of profit swallowed up in war freights. The route now being looked to by many large shippers is via Habana, Cuba, or directly to New Orleans. This routing seems especially favorable for shipments with an ultimate southern destination, such as Texas, which buys largely of Canary Island onion seed. As American buyers of onion seed must pay all freight charges, they should investigate this important matter. Unless explicit directions are given to shippers here, buyers in the United States will often experience excessive freight rates and run chances of having damage by lengthy delays at intermediate ports.

Three lines have published sailings from Canary Island ports, and all carry freight and make either New Orleans or Habana. They have announced the following sailings: The Pinillos Steamship Co., two monthly sailings; the General Transatlantic Steamship Co., one monthly sailing; the Transatlantic Steamship Co., 1 monthly sailing. These companies maintain agents in New Orleans and Habana and announce that full particulars may be obtained from them.

With an average crop in sight and an increased demand for seed, prices have stiffened considerably, showing a 5 per cent increase as against ruling prices on June 1. It is generally expected that quotations will advance even higher—due to unexpectedly large buying from Cuban and Argentine agencies.

Chile's production of copper in 1914 was 45,000,000 metric tons.

THE EDUCATIONAL SYSTEM OF ALBERTA.

[Consul Samuel C. Reat, Calgary, Alberta, Canada, June 25.]

The educational system of Alberta Province is not dissimilar to that of some Pacific States of the United States.

Higher education in Alberta is provided by the University of Alberta, at Edmonton. This is financed by the Provincial government and administered by a board of nine governors appointed by the Government and two ex-officio members—the president and chancellor of the university. The university educational activities are controlled by a senate consisting of the chancellor and 10 other members, all elected by convocation, and ex-officio members representing affiliated colleges.

The faculties in the university are: Arts and Sciences, Applied Science, Law, and Medicine. The curriculum includes classics, mathematics, English, history, science, education, engineering, etc. The degrees granted are bachelor of arts, bachelor of science in arts, bachelor of science in applied science, and bachelor of laws. Provision is not yet made for the degree of doctor of medicine, only three years of the medical course being provided as yet. For graduate students, M. A. and M. Sc. are offered. The affiliated colleges include two theological schools, Alberta College (Methodist) and Robertson College (Presbyterian), and preparatory schools scattered over the Province from which students matriculate for the university.

The High Schools.

The high schools of the Province furnish secondary education in a 4-year course specified as Grades IX, X, XI, and XII. Students who complete Grade XI with proper languages are admitted to the university. Those who take Grade XII under similar conditions are given second-year standing in the university, so that the first year of the university and the final year of the high school are doing nearly the same work.

The technical schools of the Province are as yet only in their initial stages. There is a small day technical school in Edmonton with about 100 students and a faculty of 7. This does only elementary work and is not yet in position to prepare students for entering the course in applied science or engineering furnished by the provincial university. A similar institution in Calgary—the Prevocational School—is being developed. An Institute of Technology and Art is proposed for the city of Calgary to provide technical education.

The high-school course seems to have as objects (a) training teachers, (b) preparing students for the university, (c) furnishing a business training for mercantile pursuits, (d) furnishing a general education. Only a beginning has yet been made in introducing industrial and technical subjects into the high school. This will probably develop within the next few years. The high-school courses are prescribed by the Provincial Department of Education, and a limited option is allowed in the choice of subjects.

Administration Through Local Boards.

The schools in the Province are administered entirely through local boards elected by the people of the separate school districts. In the two larger cities—Calgary and Edmonton—these boards consist of seven, in towns of five, and in rural districts of three members, elected

for two years, part of them retiring each year. The administration thus delegated to the local boards is controlled, however, by the provincial Department of Education in the courses of study and regulations issued from time to time.

Requirements for Teachers.

Those wishing to become teachers must pass the examination admitting them to the high-school course. For a first-class certificate students must take the 4-year high-school course and obtain the grade XII diploma. For a second-class certificate students take a 3-year course and obtain a grade XI diploma. The subjects taken and examinations are under control of the department of education and uniform throughout the Province. The next course is at the normal school for professional training, the two schools being at Calgary and Camrose. Two 4-months' terms begin January 4 and August 20, respectively. Lectures include psychology, history of education, and methods of teaching. If successful at the end of the normal term, each student receives an interim certificate, which is not made permanent until the teacher has taught long enough to receive two satisfactory reports from the provincial inspector in whose district the teaching is done. No distinction has yet been made between the teacher holding a first-class certificate granted on the grade XII diploma and the teacher holding a first-class certificate granted upon holding a B. A. degree from a recognized university. Doubtless a higher grade certificate for high-school work will be granted when the high schools are more fully developed.

Teachers from the United States whose qualifications are deemed satisfactory are granted Interim certificates after attending a course of about five weeks at the Normal School, to bring them into closer touch with the curriculum of the Alberta schools and with Canadian civics and history. Numbers of American teachers have thus become certificated teachers in the Province.

All teachers must have Provincial certificates except where qualified teachers are not obtainable, when the Department of Education grants one-year permit certificates. This has supplied a large number of rural districts, as many as 400 and 500 being granted permits in one year. At present this number is reduced to about 200, and is gradually becoming less.

There is a fair demand for American teachers in the rural districts, where the average salary is \$720, but not for high schools.

The students at the university number 400 to 500, at high schools about 3,500; the total attendance of all pupils for 1913 was about 80,000.

The total amount spent in 1913 for education in the Province was \$8,684,186, plus the expenditure of the University of Alberta.

SUNDAY OBSERVANCE IN CANADA.

[Consul Harry A. Conant, Windsor, Ontario, July 19.]

Because of the insistence of the attorney general of the Province of Ontario that the "Lord's Day" act of Canada be enforced to the letter the Sunday Detroit newspapers were not distributed in Windsor and surrounding territory on last Sunday, July 17, 1915. The action of the government follows a complaint by the Toronto branch of the Lord's Day Alliance.

MUNICIPAL STATISTICS OF AMSTERDAM.

[Consul Frank W. Mahin, Amsterdam, Netherlands, June 21.]

The annual booklet issued by the city of Amsterdam, giving statistical details of local affairs, which has just been published, contains numerous facts relating to 1914.

The population increase during the year of nearly 14,000, to a point beyond the 600,000 mark, was almost double the gain during each of several years just preceding and more than double the annual gain a decade ago. (Netherlands population figures were given in *COMMERCE REPORTS* for June 25, 1915.)

Total municipal receipts and expenditures were each approximately \$18,000,000. About a quarter of the receipts and a sixth of the expenditures related to city undertakings—gas, electricity, water-works, street railways, etc.

Permits were granted to erect 2,687 houses. The number of public schools, from primary to high, was 256; of pupils, 76,905. Their total cost was \$2,800,000. Besides these there were 196 private, charity, and denominational schools, with 42,971 pupils.

Of the periodicals issued in Amsterdam, 18 were dailies, 5 semi-weeklies, 126 weeklies, 14 biweeklies, 1 every three weeks, 10 semi-monthlies, 94 monthlies, 1 ten times a year, 6 bimonthlies, 4 quarterlies, 1 semiannual, 1 four times every two years, 1 six times every two or three years, and 31 irregulars; total, 313 publications.

The 24 leading hotels had during the year 109,224 guests, of whom 12,624 were Americans. The number of people carried on the street cars was 100,951,476; fares received, \$1,738,000, being less than 2 cents a fare. The general fare is 2 cents, but on certain short stretches it is still less. Other sources of revenue brought the total receipts to \$2,093,000, from which, after paying operating and maintenance expenses, \$40,000 was turned into the city treasury and \$82,000 into the reserve fund.

SWEDEN BUYS GERMAN COKE.

[Consul General Ernest L. Harris, Stockholm, July 1,]

The importation of coke from Germany during the last few months has been exceptionally good. During May 1, 1915, 16 ships arrived in Stockholm from German harbors with about 30,000 tons of coke. This great coke import is, of course, caused by the high prices of coal in England and the freights from there. Many steamers, especially the smaller ones, as well as the State and private railways, are now using coke—either alone or mixed with coal or wood—as fuel, apparently with good results, as the import of coke continually increases.

OLIVE-OIL TRADE IN SYRIA.

[Consul General W. Stanley Hollis, Beirut, Asiatic Turkey, May 31.]

Locusts did much harm this year to the olive trees of Syria. This affects the new crop, and prices of olive oil are advancing. First now sells at 16 cents and second quality at 15 cents per pound. First quality of oil is offered for sale, as it is used exclusively in manufacture, and soap manufacturers hesitate making soap, as army authorities will commandeer the soap for the army.

INSURANCE AGAINST DAMAGE BY AIR CRAFT.

[Consul General Leo A. Bergholz, Dresden, Saxony, July 1.]

Attacks by aeroplanes upon German cities near the battle fronts, especially on the west, have created a demand for insurance against injuries from bombs thrown from them. The Stuttgart-Berliner Insurance Co. has in consequence established a department of what may properly be called aerial insurance, the company issuing policies covering damage to all property, real or movable, caused by explosive bodies or other objects thrown or falling from flying machines or caused by airships or aeroplanes themselves in making a voluntary or involuntary landing, or by parts thereof falling from them. The policies make no provisions for injury to or loss of life. Details of the insurance or the rate of premiums have as yet not been published.

CONSULAR OFFICE CHANGES.

The American consulate at Turk's Island, British West Indies, was closed on June 30, and this district is now included in the consular district of Nassau, Bahamas. The consular agency at Matthew Town, Bahamas, has been closed, while the American consular agencies at Cockburn Harbor and Salt Cay, British West Indies, are now included in the consular district of Nassau.

Consul John A. Gore, who was stationed at Turks Island, has been appointed to open the new American consulate at Regina, Canada. Business men of the United States who desire information concerning trade in Saskatchewan Province should, therefore, address the "American Consulate, Regina, Canada." Catalogues and trade literature should also be sent there.

NAVIGATION OF THE KUSKOKWIM RIVER.

The commanding officer of the steamer *Yukon* of the Coast and Geodetic Survey of the Department of Commerce, engaged in the continuation of the survey of the Kuskokwim River, Alaska, reports that the steamer *Alliance*, which transported the *Yukon's* party to Goodnews Bay, has just returned from Bethel, at the head of ocean navigation on the Kuskokwim, having navigated the river drawing nearly 17 feet, which makes a new record for deep-draft navigation on the Kuskokwim River. The deepest draft heretofore known to have been carried to Bethel was 14 feet.

Bethel is about 155 miles above Cape Newenham at the entrance to Kuskokwim Bay.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

The Bureau of Foreign and Domestic Commerce maintains branch offices in eight commercial centers, where business men may more readily avail themselves of the service of the Bureau. Reserved addresses in connection with "Foreign trade opportunities" and all lists of names offered in connection with articles published in *COMMERCE REPORTS* may be obtained from the nearest office by application in letter form. The list of offices follows: New York, Room 409, United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Under special arrangements three commercial organizations cooperate with the Bureau and perform the same services as branch offices. These organizations are: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the **Bureau and its branch offices.**]

Taximeters, No. 17613.—An American consular officer in England reports an opportunity for the sale of taximeters.

Chemicals, etc., No. 17614.—A business man in China informs an American consular officer that he desires to communicate with American exporters of chemicals, drugs, cosmetics, absorbent cotton, surgical and medical instruments, etc. Correspondence may be in English, but is preferred in Russian, French, or German.

Automobiles, No. 17615.—An American consular officer in the Netherlands reports that a business man in his district desires to represent an American manufacturer of a low-priced touring car.

Olive oil, etc., No. 17616.—A business man in Spain informs an American consular officer that he wishes to find a market for green sulphur oil, olive oil, olives, apricot pulp, preserved vegetables, and other Spanish products. Correspondence should be in Spanish.

Drugs, No. 17617.—An American consular officer in Brazil reports that a firm in his district desires to receive catalogues, price lists, etc., from American exporters of drugs. The firm desires to pay by 90 days' sight draft or 120 days from date of invoice, with 3 per cent discount for cash.

Machinery, No. 17618.—An engineer in Spain informs an American consular officer that he is interested in the importation of agricultural, industrial, and electrical machinery. He desires catalogues and full information at once. He is also interested in structural materials and machinery for dry farming. Correspondence may be in English. References are given.

Fly traps, No. 17619.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in Cuba who desires to communicate with American exporters of devices for catching flies, such as traps, etc.

Petrol, No. 17620.—An American consular officer in Arabia writes that he has had inquiries for petrol. He states that if satisfactory prices are quoted a man in his district states that he will take 500 cases for his own use and pay cash.

Machinery for making Panama hats, No. 17621.—An American consular officer in Brazil reports that an application has been made to him for catalogues of machinery for making Panama hats. He states that the manufacturer desires to know if there is any machine on the market for preparing the leaves. Catalogues and communications should be in the Portuguese language.

Machinery, No. 17622.—An American consular officer in an insular possession writes that there is a movement on foot in his district to erect an up-to-date factory for the manufacture of superphosphate and sulphuric acid from the extensive beds of phosphate rock in the island. Catalogues and detailed information should be sent at once.

Grocery and druggists' supplies, No. 17623.—A firm in the United States writes the Department of Commerce that one of its customers in South Africa desires to purchase grocery and druggists' supplies. References are given.

Stationery, No. 17624.—An American consular officer in Spain reports that a business man in his district is interested in the importation of stationery, pencils, rubber bands, paper, and office supplies.

Boots and shoes, No. 17625.—A firm in Italy writes an American consular officer that it desires to represent American manufacturers of boots and shoes for women. The firm states that reference will be given on application. Correspondence may be in English.

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No. 174

Washington, D. C., Tuesday, July 27

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AMERICAN TRADE EXTENSION IN TUNIS.

[Consul General A. Gaulin, Marseille, France, July 7.]

It is reported that a Tunis firm [address on application to the Bureau of Foreign and Domestic Commerce] has recently purchased about 280,000 francs (\$54,040) of American goods of various kinds, including sewing machines, phonographs, typewriters, pitch pine, beer, and packing-house products. This firm formerly represented European manufacturers of sewing machines. Its last complete year sales amounted, it is said, to 2,000 machine. It has made arrangements with two American sewing-machine companies, which will supply the machines under the trade-mark of "Dianant" registered in Tunisia. One contract is for 5,000 machines, 500 of which are already on the way to Tunis.

CIRCULAR TO THE HEMP TRADE.

The Bureau of Insular Affairs, Washington, D. C., is in receipt of the following cablegram from the Governor General of the Philippine Islands, dated July 23:

Nineteen hundred and fourteen stock on hand July 14 consists of 29,602 bales of abaca and 1,353 bales maguey; of the above about 2,000 bales are pacol and 1,000 bales strings; 271 bales abaca and 291 bales maguey destroyed by fire; balance will be reclassified before export.

Visit of French Dealer Postponed.

Mr. Justin Worms, of the Paris firm of Worms & Irmaos, 10 Rue Lafayette, who, it was announced through the Foreign Trade Opportunity No. 16846, would visit the United States to secure agencies for jewelry and other lines, is unable to make the journey at this time. Letters for him sent to the Bureau of Foreign and Domestic Commerce, have been forwarded to his new place of business in Paris, 14 Rue Pelouze.

SUGAR MACHINERY FOR CUBA.

[Consul P. Merrill-Griffith, Santiago, July 13.]

The prosperity of eastern Cuba depends chiefly on its sugar production. While the European war has seriously affected the commerce of many countries, the reverse is true in Cuba; in fact, the continual advance in the price of sugar since the beginning of the war has been the salvation of many leading planters and manufacturers in this section.

Rains have been abundant and this season's output is very satisfactory. This promises well for an increased demand for sugar and agricultural machinery, electrical supplies, and other materials used on the large plantations and in the mills, as in many cases the installation of new machinery and many needed improvements have been deferred for several years on account of lack of funds.

It is stated that the greater portion of the sugar machinery in use in Cuba is of European manufacture. This class of machinery having been installed generations ago, the people are rather averse or slow in substituting any other kind. There should now be an opportunity for American manufacturers. The grinding season is just about ended and expert salesmen should come after the business.

[A revised list of the sugar mills in Cuba will be found in the new West India and Central America Trade Directory which the Bureau of Foreign and Domestic Commerce now has in press.]

TRADE EXTENSION IN DUTCH WEST INDIES.

[Consul H. C. von Struve, Curaçao, July 7.]

The commercial field in Curaçao is so limited and the merchants here have for years been in such close touch with the United States that there seems but little opportunity to extend American commerce through the intervention of this consulate.

A few months ago an advertisement was placed in the local paper calling the attention of merchants to the fact that the consulate could assist them in making business connections in the United States, and placing these facilities at their service. Some calls were made by merchants, but no concrete results have been reported, though undoubtedly some orders were placed in consequence.

On December 1, 1914, a list of agents was sent to a New York firm, which corresponded with several of those whose names had been submitted; a small order for a better grade of canned goods was reported as having been sent them, and recently this consulate was advised that a local agent had been appointed by that firm.

In consequence of the introduction here of Sudan grass by this consulate (see **COMMERCE REPORTS** for June 2, 1915) and of "Feterita," the director of the Agricultural Station here and the president of the Curaçao Agricultural Society, have reported that various orders for seed of these products and for other seeds have been sent to American dealers whose address was obtained from this consulate.

"Retail Public Markets" and "Cooperative Marketing" are new illustrated booklets offered at 5 cents each by the Superintendent of Documents, Washington, D. C.

NEW MONOGRAPH ON EUROPEAN COMMERCIAL LAW.

Americans who have business dealings with the countries of western Europe find it necessary at times to resort to the courts in order to secure an equitable solution of a transaction or an adjustment of differences. And, even in cases where a legal action is not contemplated, the American exporter feels that a knowledge of the specific requirements or procedure in any given commercial contingency is always desirable and occasionally imperative. To meet the unquestioned need for concise information of this kind the Bureau of Foreign and Domestic Commerce has just issued a monograph on "Commercial Laws of England, Scotland, Germany, and France" as No. 97 in its Special Agents Series. It may be obtained for 15 cents from the Superintendent of Documents, Washington, D. C.

In this publication, which is the work of Commercial Agent Archibald J. Wolfe, in collaboration with Edwin M. Borchard, law librarian of the Library of Congress, special attention has been given to the jurisdiction of the various courts, lawyers and their fees, costs, chattel mortgage, attachment, powers of attorney, bankruptcy laws, and laws relating to unfair competition and trusts.

One of the most interesting chapters deals with the German law against unfair competition. This law contains some unique provisions. For example, it is not generally known in America that in Germany such expressions in advertisements as "best and cheapest place to buy," "sold at factory prices," etc., are inadmissible unless true; that actions have been sustained against merchants who displayed signs of "English spoken here" when the assertion was not in accordance with fact; that it is unlawful to attempt to entice away prospective customers standing in front of a competitor's windows; and that a tailor may be enjoined from describing his establishment as "first class" when he pays his workers according to the fourth class in the scale of wages of the local tailors' guild.

WEALTH, DEBT, AND TAXATION.

The final report on the Census Bureau's recent investigation of wealth, debt, and taxation of the United States has been issued in two quarto volumes having a total of 1,642 pages. The results of this inquiry had already been published in the form of a series of bulletins, the contents of each of which constitute a section of the final report. An abstract, in bulletin form, has also been published.

The bound volumes are issued in a limited edition and are not intended for general distribution. The bulletins, however, are available for such distribution, and will be mailed upon receipt of a request addressed to the Director of the Census, Washington, D. C. The titles of these bulletins are as follows:

Estimated valuation of national wealth: 1850-1912.

Assessed valuation of property and amounts and rates of levy: 1860-1912.

National and State indebtedness and funds and investments: 1870-1913.

County and municipal indebtedness: 1913, 1902, and 1890; and sinking-fund assets, 1913.

Taxation and revenue systems of State and local governments.

National and State revenues and expenditures, 1913 and 1903; and public properties of States, 1913.

County revenues, expenditures, and public properties: 1913.

Municipal revenues, expenditures, and public properties: 1913.

Abstract of special bulletins—wealth, debt, and taxation: 1913.

BLASTING EXPLOSIVES IN NORTHERN ARGENTINA.

[Consul William Dawson, jr., Rosario, June 15.]

The use of blasting explosives in the Rosario district is confined largely to the region around Cordoba, where they are required in engineering work and stone quarrying. The country about Rosario is perfectly flat, with the result that railroad and other construction work can be executed without blasting. There will eventually be a demand for explosives in the Andes region, but for the present mining and engineering operations in the extreme western Provinces are not of sufficient importance to create a large market for explosives. Blasting is not resorted to in clearing ground, for lifting out stumps, etc. The land thus far taken under the plow is virtually devoid of trees and rocks.

Gelignite Preferred to Dynamite.

In the Cordoba district, Nobel gelignite is used almost entirely for springing holes. Both gelignite and black powder, used after the hole has been prepared, have come, in the past, principally from the United Kingdom and Germany. Gelignite is preferred to dynamite. The Nobel gelignite of British and German manufacture commonly used is supposed to contain 75 per cent of nitroglycerine. In practice it is said to be considerably under standard and to give results not very satisfactory on the unusually hard Cordoba granite, entailing much waste.

Explosives are packed in wooden cases substantially as in the United States. Gelignite comes in sticks approximately $4\frac{1}{2}$ inches long and 1 inch in diameter, but other sizes would be equally acceptable.

Imports of Explosives in Recent Years.

In the imports of blasting explosives into Argentina in recent years, customs statistics show dynamite, which undoubtedly includes gelignite and blasting powder, the latter not including cartridge powder. Imports in metric tons (2,204.6 pounds) are:

Countries of origin.	Average, 1908-12.	1913	1914
DYNAMITE.			
Chile.....	10	4	.....
France.....	3	.....	.....
Germany.....	47	75	.....
United Kingdom.....	92	136	.....
United States.....	1	16	.....
Total.....	153	231	175
BLASTING POWDER.			
Germany.....	81	72	.....
United Kingdom.....	127	169	.....
United States.....	6	40	.....
Total.....	214	272	159

Figures showing imports by countries in 1914 are not yet available. Blasting explosives are on the free list.

Imports May Be Small for Some Time.

The general business depression, suspension of construction work, and paralysis of mining affected the demand for explosives in 1914, and imports should be small for some time.

[A list of Rosario importers who are either represented at Cordoba or work that market directly from Rosario, and who appear especially likely to be interested in American blasting explosives, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

FINANCES OF CITY OF MANILA.

[J. F. Boomer, correspondent, Manila, Philippine Islands, June 1.]

Figures recently made public by the Insular Auditor show that the city of Manila, except for moneys received from the Insular Government, is spending each year more than its revenues. During 1914 the city's total revenue from taxation fell off \$62,396.04, as compared with its receipts for the preceding year, while the total net income of the municipality was \$174,652.41 less than during the preceding 12 months. During this same year \$13,427.42 less was spent for general government and administration than during the preceding year; \$188,299.28 less was spent for the protective service of the city; \$56,904.40 less was spent in social improvement; \$72,769.46 less in economic development—so that the revenue deficit, while \$551,948.19, was less than that for 1913 by \$279,137.66.

The gross revenue of the city, plus the annual contribution of the Insular Government, for 1914 amounted to \$1,704,156.18, and the net expenditures were \$1,631,104.37. The contribution of the Insular Government mentioned is in exchange for services rendered the Insular Government by the city. In connection with the figures issued, the Insular Auditor says:

It is clear that the revenues of the city are insufficient to meet its needs, for had it not been for the contribution of \$625,000 from the Insular Government there would have been a deficit of \$551,948.19. As a matter of fact, the revenues are insufficient to cover the ordinary functional expenses of the government, to say nothing of fixed charges and public works.

On December 31, 1914, the net current surplus was \$120,769.01, represented by unincumbered liquid assets and deferred charges. This entire amount, however, is appropriated for future outlays and expense, and in addition thereto the unappropriated revenue surplus has been overdrawn in the sum of \$123,180.57.

From the standpoint of cash, the city had a net overdraft with the Insular Treasury on December 31, 1914, of \$31,322.87, and had it not been for the fact that the Insular Government acts as banker for the city, the latter would have been obliged to borrow this amount or defer payment to its creditors pending the collection of 1915 revenue.

On the whole, the financial condition of December 31, 1914, shows considerable improvement over that of December, 1913.

Free Entry for Machinery in Salvador Factory.

[Vice Consul Lynn W. Franklin, San Salvador, Salvador, June 19.]

Under the terms of a concession granted by the Government of Salvador for the manufacture of sacks or bags and other articles of embalming and packing, exemption from the payment of duties and fiscal taxes for the introduction of machinery, materials, and all classes of necessary articles for the establishment of a plant is granted, provided the factory is started in two years. The concession is for 10 years. The raw material must be produced exclusively in Salvador.

[Copies of the decree granting the concession may be had from the Bureau of Foreign and Domestic Commerce or its branch offices.]

AMERICAN BEVERAGES SENT TO KONGO.

[Vice Consul Harry A. McBride, Boma, Kongo, May 29.]

Since the outbreak of the European war the American consulate at Boma has received inquiries from Kongo merchants desiring to import alcoholic beverages from the United States, and also from American firms as to the market for this class of goods. American beers and California wines and champagnes have appeared on the market here within the past few months and have given satisfaction to the local trade.

Statistical information regarding the normal sale of alcoholic beverages in this district, which was prepared before the outbreak of war—since then practically all of the supply from Belgium and Germany has been cut off—is here presented:

Dependent on Rubber Trade Conditions.

The trade in alcoholic beverages in Kongo has steadily grown until for 1912, the latest figures available, the imports amounted in value to \$564,066. In 1911 the importation was even greater, aggregating \$651,856, the decrease in 1912 being due to the rubber crisis. Few shipments of rubber were made and as a result the importation of articles which formerly entered into exchange for this product suffered to some extent.

Beer is one of the favorite beverages of the Belgians, and light German beers are preferred. The brand manufactured by a Bremen concern is most commonly used and is sold at 19.3 cents per bottle or \$7.33 per case of 48 bottles. Munich beers are consumed to some extent, retailing at 23 cents per bottle or \$5.21 per case of 24 bottles, and Belgian beers are sold at about the same price. The charge for all such articles is considerably higher in Upper Kongo on account of the costly railway and river transportation. No beer was imported from the United States. Values of the imports of beer in 1911 and 1912 were:

Countries of origin.	1911	1912	Countries of origin.	1911	1912
Germany.....	\$96,599	\$94,307	Netherlands.....	\$3,271	\$1,326
Belgium.....	53,837	43,225	Other countries.....	2,936	1,635
South Africa.....	9,533	6,777			
United Kingdom.....	5,205	3,075	Total.....	173,386	150,345

Consumption of Spirituous Liquors.

On account of the prohibition of the sale of spirits to the natives this trade is not as great as it was formerly. The principal article was cheap brandy, which in the past was exchanged with the blacks for rubber, ivory, and other products. Various uses have been found for this drink, and in 1912 the imports of this class of spirits, containing 50 per cent of alcohol or less, were valued at \$55,635, as compared with \$47,944 in 1911, showing an increase of \$7,691. The principal sources of supply in 1912 were the Netherlands, with \$24,632, and Germany, with \$20,401. The trade in spirits containing over 50 per cent alcohol shows a slight decrease, imports being valued at \$14,155 in 1912 and \$14,634 in 1911.

There is considerable consumption of the better class of spirituous liquors by the white inhabitants. Whisky, gin, and sweetened liquors find a good market, the supply of the first mentioned coming princi-

pally from the United Kingdom. Belgium and France supply the greater part of the "liqueurs," and the gin is imported from the Netherlands. Some brands of whisky retail locally at 92 cents per bottle, and slightly better grades at 97 cents. The best brandy is sold at \$1.55 per bottle and 82 cents per half bottle, a second grade costing 97 cents and 53 cents, respectively. Gin sells at 77 cents per bottle and rum at 97 cents. The retail prices of the sweetened liquors most in demand are: Curaçao, \$1.44 per bottle; crème de menthe, \$1.25; chartreuse, \$1.16; kirsch, \$1.07; cherry brandy, 97 cents; benedictine, 97 cents per half bottle. As with malt beverages the prices are much higher in the interior.

The values of the imports of these articles in 1911 and 1912 were:

Countries of origin.	1911	1912	Countries of origin.	1911	1912
Belgium.....	\$9,694	\$26,215	Soudan.....	\$2,981	\$4,025
United Kingdom.....	45,568	20,623	Netherlands.....	4,558	2,700
France.....	19,204	16,280	Other countries.....	5,807	7,001
Germany.....	4,537	5,789	Total.....	94,211	88,062
South Africa.....	1,862	5,429			

Imports from the United States were almost insignificant, amounting to only \$24 in 1912 and \$31 in 1911. The imports credited to South Africa and Soudan were mostly of British origin.

Importations of Wines and Countries of Origin.

Light table wines, imported principally from France, Belgium, and Portugal, and champagnes are used extensively. Bordeaux wines retail at Boma at 30 to 60 cents per bottle, and about the same prices are asked for white wines and Moselles. Portuguese table wines, sold in casks, are somewhat cheaper. Burgundy is also in demand, selling at 77 cents to \$1.16 per bottle. Smaller quantities of Porto, Madeira, Malaga, and Italian wines are sold. Italian vermouth, retailing at 77 cents per bottle, is used extensively, and is preferred to the French product.

As in other tropical countries, there is a heavy demand for champagne, both for the table and for medicinal purposes. French brands are used almost exclusively. The retail prices at Boma range from \$1.16 to \$3.09 per bottle and 62 cents to \$1.64 per half bottle. The imports of wines during 1911 and 1912 were:

Countries of origin.	1911	1912	Countries of origin.	1911	1912
France.....	\$215,738	\$99,275	Germany.....	\$5,341	\$6,073
Belgium.....	31,153	85,110	Angola.....	1,001	2,683
Portugal.....	39,039	34,052	Other countries.....	5,101	8,343
South Africa.....	10,572	10,890	Total.....	321,661	255,870
Italy.....	13,716	9,444			

No imports from the United States were recorded. The wines from Angola are of Portuguese origin, and those from South Africa chiefly of French manufacture shipped to consumers in the Katanga district by South African wholesale houses.

Careful Packing Required for Bottled Goods.

All bottled merchandise for the Kongo trade should be carefully packed, as not only are transshipments made before the goods reach their destination, but freight is often discharged on the west coast

in surf boats and thus landed, often causing light containers to be injured or broken. Bottles should be wrapped individually in straw or other similar material.

This class of merchandise is usually imported via Liverpool or Antwerp, from which there are direct monthly or three-weekly sailings. The British line is operated by Elder Dempster & Co. (Ltd.) and the Belgian line by the Compagnie Belge Maritime du Congo. A German line (Woermann) maintains a monthly freight service from Hamburg to Kongo.

The trade has been mostly in Belgian hands; they prefer the articles now on sale, and are slow to experiment with brands unknown to them. It would be necessary to supply samples to the leading dealers and advertise sufficiently to interest the public. It is recommended that French be used in business correspondence.

[A list of the principal dealers in alcoholic beverages in Kongo may be obtained from the Bureau of Foreign and Domestic Commerce or its branches.]

CANADIAN SHIPBUILDING RECORD GROWING.

The Department of Marine and Fisheries of Canada, in its report on the list of vessels built and registered in Canada during 1914, gives a total new tonnage of 43,346, the largest figure in 14 years. Of this amount, 23,167 tons was credited to Ontario, which has been advancing as a shipowning and shipbuilding Province since the development of trade on the Great Lakes began to call for a larger class of steamers than had been employed previously.

According to the record, the number and tonnage of vessels registered in Canada at the close of 1914 was:

Provinces.	Number.	Tonnage.	Provinces.	Number.	Tonnage.
Ontario	2,100	314,660	Manitoba	103	7,969
Quebec	1,663	259,143	Yukon	11	2,295
British Columbia	1,561	147,192	Saskatchewan	5	529
Novia Scotia	2,098	135,053			
New Brunswick	1,052	55,522	Total	8,772	932,422
Prince Edward Island	149	10,029			

The average size of the registered vessels as shown by this list is just over 100 tons. Some ships of large capacity are included, but the majority are schooners for fishing, barges, and even smaller craft that some countries do not enter on their records of ships. Taking \$30 a ton as the average value of vessels of all kinds, the total for those on the Canadian registry on December 31 was \$27,972,000.

Since the outbreak of the European war Kwangtung salt has become the dominant supply for the preservation of fish in the Siberian littorals, Consul A. A. Williamson, at Dairen, Manchuria, reports. Before the war German rock salt (refined) was most popularly used, the annual imports reaching 70,000,000 or 80,000,000 kin (kin=1.32 pounds). British imports were second, with 20,000,000 to 30,000,000 kin. Although somewhat inferior in quality compared with the German product, Kwangtung salt offers the advantage of a cheaper price. Singapore also is looking to Kwangtung for its salt supply.

IMPORTS INTO NEW ZEALAND FROM UNITED KINGDOM.

[Consul General Alfred A. Winslow, Auckland, June 22.]

The imports into New Zealand from the United Kingdom have decreased very materially for the three months ending March 31, 1915, as compared with the same period for 1914, amounting to a \$1,213,001 loss for the time, or about 23 per cent, as shown by the following table:

Goods.	1914	1915	Goods.	1914	1915
Cement	\$14, 229	\$9, 193	Other manufactures.....	\$244, 551	\$221, 883
China and earthenware...	128, 067	77, 119	Copper and manufactures.	59, 522	46, 747
Paper, printing and writing.....	162, 040	92, 454	Hardware and cutlery.....	164, 356	123, 662
Saddlery and harness.....	19, 670	21, 017	Wearing apparel.....	1, 159, 088	906, 034
Salt.....	25, 043	14, 741	Boots and shoes.....	429, 147	372, 000
Spirits.....	328, 335	178, 985	Carpets.....	62, 636	71, 758
Stationery.....	42, 411	39, 803	Cotton piece goods.....	822, 258	876, 719
Galvanized sheet iron.....	364, 841	79, 431	Haberdashery, millinery.....	75, 000	81, 037
Bars, angles, etc.....	188, 942	88, 677	Linen piece goods.....	137, 905	133, 028
Pipes and fittings, wrought.....	170, 916	143, 002	Jute piece goods.....	58, 987	17, 690
Sheet and plate.....	57, 575	31, 875	Woolens and worsted....	449, 523	360, 924
Wire and manufactures..	209, 722	106, 708	Total	5, 367, 484	4, 154, 483

The decrease in many cases is very marked, while in two cases there are some gains. The future promises greater declines if one is to judge from what merchants report about orders for goods being cancelled by English houses.

According to the best information obtainable imports from the United States materially increased and the outlook is bright if the American manufacturer can get his goods to this country. From the above table he ought to be able to get an idea of the lines that are suffering the most. The New Zealand Herald, a leading daily of this city, in a commercial review of the conditions, puts it very clearly in the following:

This scarcity in imported goods is naturally felt more quickly in New Zealand than in any other country, for in spite of a general attempt to be self-supporting we have really specialized in raw products and foodstuffs. The result is that the Dominion conducts a larger external trade per head of population than any other country in the world, and the temporary curtailment of imports is felt all the earlier.

Personal work on the part of Americans is needed in New Zealand and Australia, and I know of no field where active salesmen could accomplish more, and for these fields no special qualifications are necessary other than at home, for the language is English, and business is done here much as it is in the United States.

The Hsiungyocheng fishery season, which opened this year on May 13 and closed on May 27, is reported by Consul A. A. Williamson, at Dairen, Manchuria, to have yielded more than 4,500,000 kin (5,940,000 pounds) of guchi fish, the proceeds of which amounted to 1,000,000 yen (\$490,000). The total number of fishing boats was a little over 200. Compared with the preceding season, a decrease in the number of fishing boats by about 50, an increase in the hauls by 80 per cent, and an immaterial difference in the proceeds were noticed. The fall of price was responsible for the nonincrease of proceeds.

CLAY PRODUCTS IN CANADA.

[Consul Henry P. Starrett, Fort William, Ontario, July 7.]

During normal times Canada's annual purchase of clay products—brick, tile, and pipe—approximate \$12,000,000. Of this total Canadian manufacturers supply about 75 per cent; the remainder comes largely from the United States.

Aside from those enterprises that produce luxuries of one kind or another, the clay-working industry of Canada has suffered greater depression since the war began than has fallen to the share of any other of its large industries. The widespread business depression has resulted in a practical cessation of building operations, especially industrial and house construction. The slight activity in the building trade that now exists is due to the completion of Government structures provided for before the war, a few municipal buildings, and such business construction as is being financed by capitalists who can afford to take advantage of the present low prices for materials and labor. Other than this, the stagnation of the trade is complete, and the immediate future holds little prospect of improvement. It is stated on good authority that in the Province of Ontario, which furnishes 50 per cent of the total Canadian output of clay products, not more than one-third of the existing plants are operating, even on half time.

Extent of Canadian Industry.

According to the census of 1911 there were 399 brick, tile, and pottery manufacturing establishments in the Dominion (261 in Ontario, 36 in Quebec, 22 in Alberta, 25 in Manitoba, 15 in Saskatchewan, 16 in British Columbia, 15 in Nova Scotia, 7 in New Brunswick, and 2 in Prince Edward Island). These plants had a total capitalization of \$14,782,226, employed 8,208 men, and the annual value of their combined production was \$8,291,561. While no data are available for the Dominion as a whole, covering the period since 1911, it is known that during 1913 the output of clay wares reached its high-water mark in Canada, most plants having worked to full capacity.

A recent report made by the Provincial Government of Ontario shows that for the year ending March 31, 1914, there were 241 clay-working plants in the Province, of which 25 were inactive. The value of the output of these plants in the period given was: Brick—common (kiln run), \$3,283,894; paving and fancy, \$243,119; pressed, \$871,291; and sandlime, \$459,699; sewer pipe, clay, \$600,297; tile, clay drain, \$251,705; total, \$5,710,005.

Methods of Production and Equipment of Plants.

Most of the locally manufactured bricks are made by the "wet-pressed and rack-dried" process, the method next in importance being "dry pressed and baked." Where the clay is free from small stones or pebbles or where crushers have been installed, the use of the wire-cut process has developed rapidly, most of the newer plants being equipped with machinery of this character. It is of interest to note in this connection that practically all of the modern plants are equipped with American mixing and cutting machinery and with patent dry kilns or ovens of both the long and the beehive types.

It is the belief of this office that with the return of normal business conditions many of these plants may be interested in rearranging their present layouts and will be in the market for new equipment. It is therefore quite probable that American manufacturers of clay-

working machinery and patent kilns could create some tentative interest in their products at this time. In the hope that such an interest might be developed there is transmitted the addresses of all the individuals and companies in the Province of Ontario producing clay products. This list was corrected to March 31, 1914. [Copies of this list may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices.]

Market Prices—Gypsum Blocks.

At present the standard prices, per thousand, for brick, f. o. b. factory, are: Common—kiln run \$11, selected \$13; pressed—local \$18 to \$22, Milton \$14 to \$15; tapestry—local \$16 to \$18, American (f. o. b. Fort William) \$40 to \$44; sand lime—white \$11, colored \$13 to \$14. While these prices are supposed to have been standardized, the large stocks on hand at plants and the inactivity of the market has induced many manufacturers to name prices ranging from 10 to 20 per cent lower than the foregoing quotations.

The import trade is confined principally to high-grade pressed and tapestry brick, fancy tile, and fire brick. The common brick produced by domestic manufacturers adequately fulfills the demand as to both quality and price. Hollow building tile has been imported to some extent, but a Canadian gypsum block, of equal cost, has been found to be cheaper by reason of its being made in 2-foot lengths and therefore costing less to handle than the hollow tile.

Imports, by Countries of Origin.

During the fiscal years 1910, 1912, and 1914 (year ended March 31) the total imports into Canada of these products were:

Articles.	1910	1912	1914
Brick:			
Bath.....	\$1,361	\$2,899	\$2,847
Building.....	218,113	465,997	527,663
Fire.....	519,454	860,763	1,110,172
Paving.....	138,763	165,650	171,617
Building blocks and hollow tile.....			426,891
Clay:			
China.....	101,007	120,262	162,462
Fire.....	86,151	118,863	126,657
Other.....	31,074	18,546	31,866
Clay manufactures.....	264,880	555,226	243,289
Drain and sewer pipe, and fittings for.....	196,002	406,482	454,526
Drain tiles, not glazed.....	2,739	5,778	11,176
Earthenware tiles.....	84,883	156,297	270,441
Total	1,644,427	2,876,763	3,538,587

Of the total importation for 1914 the United States furnished 83 per cent and the United Kingdom 16 per cent.

Customs Duty.

The Canadian customs tariff provides the following ad valorem duties on clay products and machinery when coming from the United States and countries other than Great Britain:

	Per cent.
Fire brick of a class and kind not made in Canada.....	7½
Building brick, paving brick, and manufactures of clay or cement, n. o. p....	30
Drain tiles, not glazed.....	27½
Drain pipes, sewer pipes and earthenware fittings therefor, chimney linings or vents, chimney tops, and inverted blocks, glazed or unglazed; earthenware tiles, n. o. p.....	42½
Tiles or blocks of earthenware or of stone prepared for mosaic flooring.....	37½
Clays, including china, fire, and pipe clay, not further manufactured than ground.....	7½
All brick-making machinery and apparatus.....	35

These rates include the increases effective February 12, 1915.

FOREIGN TARIFFS.**RUSSIA.**

[Vvestnik Finansov, May 24 (June 6), 1915.]

Surtax on Imports Through Sweden.

According to a customs circular of May 15 (28), 1915, the surtax of 20 per cent, provided for by the Russian general tariff of 1903 in the case of certain articles imported over the western land frontier, is to be applied also to those imported by way of Sweden. The surtax has been revived as a result of the suspension of the treaty with Germany, which provided against its application to imports from that country and, consequently, from all most-favored-nation countries. The article affected are as follows: Manufactured iron in general, including bars, ingots, pigs, rails, plates, sheet, and structural iron; steel in bars, rails, sheets, plates, etc., and structural steel; manufactures of various metals and their alloys, including copper, aluminum, nickel, German silver, Britannia metal, and metals not specified; manufactures of cast iron; manufactures of iron and steel, wrought, stamped, or molded, not specified; boilermakers' articles, pipes, and manufactures of sheet iron or steel, not specified; manufactures of iron or steel, worked, turned, polished, ground, bronzed, or otherwise elaborated, not specified; manufactures of tin plate, with or without ornamentation; wire in general and manufactures thereof; needles of all kinds; cutlery in general, plated or not; firearms and accessories, cartridges, and side arms; agricultural implements, such as scythes, sickles, straw choppers, etc.; hand tools; manufactures of tin and zinc or their alloys, except certain fancy articles and children's toys; tinsel and certain tin foil; bronzing powder made from other than precious metals; machinery and apparatus of iron and steel or of which iron or steel is the chief component material; gas, oil, and steam engines; tractors in general; metal-working machinery in general; meters for water and gas; typewriters; machinery of copper or its alloys or in which the proportion thereof exceeds 25 per cent of the total weight; electrical machinery; agricultural machinery and implements, not specified (without steam engines); portable engines for thrashing machines or steam plows; parts of machinery imported separately and spare parts imported with the machine, of iron or steel, or of copper or its alloys (where the proportion of copper exceeds 25 per cent of the total weight); scales and accessories other than of copper and its alloys; woolen felt and fabrics of felt; woolen fabrics, not specified; knit goods, tapes, and braids, etc., other than of silk or half silk; small fancy articles and children's toys made of certain metals. [For article on the recent tariff increase in Russia, see *COMMERCE REPORTS*, May 28, 1915, pp. 932-934.]

[Vvestnik Finansov, June 7 (20), 1915.]

Regulations Regarding Certificates of Origin.

A ruling of the Committee of Ministers, under date of May 29 (June 11), 1915, prescribes the following additional regulations affecting certificates of origin to accompany articles imported into Russia:

1. Exemption from presentation of certificates of origin is allowed in the case of direct shipments from allied countries.

2. In the case of indirect shipments from allied countries, a certificate issued at the place of exportation, certified by a Russian representative abroad, will be considered sufficient.
3. Exemption from presentation of certificates of origin is allowed in the case of shipment by post from allied countries.
4. No certificate is required for the following products: Copper, aluminum, zinc, lead, tin, antimony, iron ore, fluor spar, pyrites, nitric and sulphuric acids, dyewoods, herring, rice, copra, asphalt, liquid petroleum products, crude rubber and gutta-percha, nitrate of soda, iodine, tanning materials, raw cotton, and jute. [For previous notice regarding certificates of origin to accompany shipments to Russia, see **COMMERCE REPORTS**, May 28, 1915, p. 934.]

[Vyestnik Finansov, May 31 (June 13), 1915.]

Prohibition of German Films.

By a ruling of May 8 (21), 1915, the importation of German films into Russia is prohibited.

Surtax on Exports.

According to a customs circular of May 20 (June 2), 1915, the general surtax of 10 per cent of the duty provided for by the law of February 28 (March 13), 1915, applies to exports as well as to imports. The following is a list of products subject to export duty when shipped from Russia: Bone for fertilizer, silkworms' eggs, rags, woolen waste, and paper stock, ore of copper, lead, and zinc, palm and walnut wood and lumber in general exported by land or through Baltic ports, and rubber waste.

FISH-CULTURE SERVICE MAKES NEW RECORD.

Preliminary data gathered by the Bureau of Fisheries for the fiscal year 1915 establish the fact that a new record has been set in the output of the Federal fish hatcheries. This has exceeded 4,300,000,000, or about 250,000,000 more than in 1914. The bureau calls this a normal, healthy growth, representing increased activity and efficiency in the various fields. "This very satisfactory result," it says, "has been accomplished without material increase in appropriation and has depended largely on the faithful execution of carefully laid plans by the hatchery officials and their assistants."

During the year the production of the commercial food fishes of the interior and coastal waters, and of the basses and trouts, which while classed as game fish nevertheless enter largely into the food supply, has been augmented.

Regulations enforcing the law on stock exchanges in Peking, China, were published on May 27, 1915, under the title "Instructional Mandate, No. 21." Copies of the full text may be inspected at the Bureau of Foreign and Domestic Commerce, Washington, or its branch offices.

BRAZIL SEEKS NEW SOURCE OF SURGICAL SUPPLIES.

[Consul General Alfred L. M. Gottschalk, Rio de Janeiro, June 8.]

Brazil is entirely dependent upon foreign markets for its supply of surgical instruments and appliances, none being manufactured in the country. Although the United States has shared but little in the past in this important trade, probably due largely to the greater cheapness of German goods, and as well to the natural French preferences of Brazilian medical practitioners, who are trained to French methods and books, there is now a most propitious time for American manufacturers of this class of goods either to initiate or to increase their trade with Brazil, not only because of Brazil's present difficulty in obtaining these supplies from Europe, but also because the large stocks of two years ago are being rapidly depleted and the necessity of replenishment is becoming more apparent daily.

Imports of Surgical Instruments and Appliances.

The imports of surgical instruments and appliances into Brazil during 1913 and 1914 were:

Country of origin.	1913	1914
United States.....	\$18,747	\$11,305
France.....	111,771	58,040
Germany.....	64,293	26,561
All other.....	24,054	24,019
Total.....	218,865	119,925

Large local importers of surgical instruments and supplies state that they have since the outbreak of the European war, and especially recently, had much difficulty in obtaining full orders from France, and that often only 50 or 25 per cent of the goods ordered are shipped to them. The cause is probably the large demand created in Europe for these supplies by the war and the diminished output of factories.

The importations of antiseptic cotton and gauze from France seem to have ceased entirely, and with the exception of such articles as have come through contiguous neutral countries, Germany's surgical supplies are no longer being shipped here.

Decrease in Imports Due Partly to Financial Crisis.

The great decrease in the importations during 1914 was not wholly attributable to the war, but partly to the financial crisis prevailing here and the possibility of carrying on business on previously stocked goods.

The greatest opportunities in surgical goods here at present are in the sale of the great variety of small instruments, such as scissors, forceps, etc., and for a time there was a scarcity of chloroform and other anaesthetics. Rubber goods are also sought.

The demand for the more expensive sort of hospital apparatus is very limited, and the sale of such articles will probably not revive until the general commercial situation here improves.

[A list of local importers of surgical instruments may be had from the Trade Directory of South America, which is for sale by the Superintendent of Documents, Washington, D. C., at \$1. American manufacturers are urged to send catalogues to local houses, with com-

plete price lists, discounts, etc. A revised list of importers, including additional names and eliminating names of firms not now active, may be obtained without charge from the Bureau of Foreign and Domestic Commerce or its branch offices.]

EXPORTS FROM BRITISH GUIANA.

[Consul George E. Chamberlin, Georgetown, Guiana, July 3.]

Changes in the amounts of the exports of various articles from British Guiana during the past year are indicated in a comparative table for the first six months, respectively, of 1914 and 1915. The principal items in the list for the first six months of each of these years were:

Articles.	1914	1915	Articles.	1914	1915
Balata.....pounds..	350,310	847,650	Lumber.....feet..	198,145	31,916
Coconuts.....number..	1,091,071	1,049,659	Molasses.....gallons..	65,861	.....
Cocoa.....pounds..	23,437	31,868	Rice.....pounds..	8,886,513	12,610,480
Coffee.....do.....	196,664	75,983	Rum.....proof gallons..	1,646,370	1,993,499
Copra.....do.....	91,936	94,401	Shingles.....number..	1,061,100	1,070,350
Diamonds.....carats..	6,051	471	Sugar.....tons.....	32,576	41,940
Gold.....ounces.....	31,036	29,465	Timber.....cubic feet..	132,468	85,807
Hides.....number.....	2,738	864			

Destinations of Principal Exports.

The destinations of the principal exports to date have been: Balata—United Kingdom, 728,240 pounds; United States, 119,410 pounds; coconuts—United States, 609,191 nuts; British West Indies, 282,968; and Canada, 156,750; copra—United Kingdom, 94,401 pounds; rice—British West Indies, 11,187,822 pounds; French Guiana, 701,285; United Kingdom, 505,041; French West Indies, 114,150; Dutch Guiana, 95,532 pounds; rum—United Kingdom, 1,888,124 gallons; Canada, 45,212; British West Indies, 25,733; sugar—Canada, 23,569 tons; United Kingdom, 18,364; British West Indies, 7 tons.

There has been a marked increase in the exportation of four of the principal products of the colony—sugar, rum, balata, and rice. The increased value of the sugar exported during the first six months of the year will greatly exceed the loss caused by the decline in the production of gold, diamonds, and other products.

SPANISH EXPENDITURES IN MOROCCO.

[Consul Robertson Honey, Madrid, July 5.]

During the first five months of 1914 Spain expended 49,201,000 pesetas on its protectorate in Morocco; during the like period in 1915 the expenditure was 64,568,000 pesetas. At present exchange the peseta is worth about \$0.20.

Official statistics show that the vessels of more than 55 tons register in the merchant marine of Spain on January 1, 1915, included 217 sailing vessels, with a total tonnage of 29,118, and 640 steamers, tonnage 875,609, compared with 236 sailing vessels, tonnage 32,970, and 628 steamers, tonnage 844,322, on the corresponding date of 1914.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Steel bars, No. 17628.—A firm in Greece is anxious to secure prices and date of delivery for mild steel bars and galvanized sheets of various dimensions. Specifications for the order may be examined at the New York branch office of the Bureau of Foreign and Domestic Commerce.

Tools, No. 17627.—A firm in Italy desires to represent American manufacturers of tools for woodworking machinery. Catalogues, price lists, and full information should be forwarded at once. References are given.

Aluminum and wooden novelties, No. 17628.—A representative of a firm, which is engaged in the import and export business between the United States and the Netherlands, has called at the Chicago office of the Bureau of Foreign and Domestic Commerce, and states that he is desirous of forming commercial relations with American manufacturers of novelties of aluminum and wood.

Boots and shoes, No. 17629.—An American citizen, who claims to have had 6 years experience in selling boots and shoes in Latin American countries, desires to represent American manufacturers of these goods. He gives a number of American references.

Aluminum goods, No. 17630.—A firm in Greece writes that it desires to be put in touch with American manufacturers and exporters of aluminum buttons and eyelets similar to samples which may be examined at the Bureau or its branch offices.

Glass and bronze filling, No. 17631.—An American consular officer in Argentina transmits the name and address of a company in his district which desires to purchase raw materials, such as fancy white and colored glass and bronze filling.

Thread, etc., No. 17632.—One of the foreign legations in Washington, D. C., reports that a commission agent in England, who formerly resided in Belgium, desires to get in touch with American manufacturers of linen and cotton thread for use in sewing machines; also curtains, buckles, and leather goods.

Machinery and automobiles, etc., No. 17663.—One of the commercial attachés of the Department of Commerce, who is now in Spain, reports that a business man in that country is especially desirous of representing American manufacturers and exporters of automobiles, mining machinery, etc.

Textiles, enameled ware, cigarettes, etc., No. 17634.—A firm in the Belgian Congo informs the Bureau of Foreign and Domestic Commerce that it desires to communicate with American manufacturers of drills, cotton prints, sheetings, shirtings; also enameled ware, cigarettes, cheap sewing machines, toilet soaps, and provisions of all kinds.

Leather, No. 17635.—A firm in the United States writes the Department of Commerce that one of its correspondents in Russia desires to communicate with American dealers in high-grade leather, such as patent leather. The foreign buyer desires samples and the lowest quotations at once.

Textiles, shoes, etc., No. 17636.—A firm in the United States writes that one of its customers in Central America desires to purchase stockings of all kinds, shoes and dresses for boys and girls; wool cloth; embroideries and tapes from 6 to 40 inches wide; cloth for curtains of fine and ordinary quality; also linen cloth for suitings.

Shoe laces, insoles, etc., No. 17637.—A firm in Argentina writes a company in the United States that it desires to receive quotations and full information relative to boot and shoe laces, insoles and rubber heels, and crêpe tissue toilet paper.

COMMERCE REPORTS



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SUCCESSFUL MANUFACTURE OF RADIUM.

Secretary of the Interior Franklin K. Lane announced to-day that the production of radium from Colorado carnotite ores by the Bureau of Mines, in connection with the National Radium Institute, has passed the experimental stage in its new process and is now on a successful manufacturing basis. He also declared that the statements made to Congress concerning the ability of the Bureau of Mines to produce radium at a greatly decreased cost over other processes had actually been accomplished and that the costs were even less than predicted. The Secretary added:

The cost of one gram of radium metal produced in the form of bromide during March, April, and May of the present year was \$36,050. I am informed by Dr. Charles L. Parsons, in charge of the radium investigations of the bureau. This includes the cost of ore, insurance, repairs, amortization allowance for plant and equipment, cost of Bureau of Mines cooperation, and all expenses incident to the production of high-grade radium bromide. When you consider that radium has been selling for \$120,000 and \$160,000 a gram, you will see just what the Bureau of Mines has accomplished along these lines.

The cost of producing radium in the small experimental plant during the first few months of the Bureau's activities was somewhat higher, but not enough to seriously affect the final average.

The public, however, should not infer that this low cost of production necessarily means an immediate drop in the selling price of radium. The National Radium Institute was fortunate in securing, through the Crucible Steel Co., the right to mine 10 claims of carnotite ores belonging to them, and this was practically the only ore available at the time.

Since then new deposits have been opened, but these are closely held, and according to the best judgment of the experts employed by the Bureau of Mines the Colorado and Utah fields, which are much richer in radium-bearing ores than any others known, will supply ore for a few years only at the rate of production that obtained when the European war closed down the mines. The demand for radium will also increase rapidly, for the two or three surgeons who have a sufficient amount of this element to entitle them to speak from experience are obtaining results in the cure of cancer that are increasingly encouraging as their knowledge of its application improves. A few more reports like that presented to the American Medical Association at its recent San Francisco meeting and the medical profession as a whole will be convinced

of its efficacy. Under all the circumstances that have come to my knowledge it does seem to me that it behooves the Government to make some arrangement whereby these deposits, so unique in their extent and their richness, may be conserved in the truest sense for our people, by extracting the radium from the ores where it now lies useless and putting it to work for the eradication of cancer in the hospitals of the Army and Navy and the Public Health Service.

The 10 carnotite claims being operated at Long Park, Colo., by the National Radium Institute have already produced over 796 tons of ore averaging above 2 per cent uranium oxide. The cost of ore delivered at the radium plant in Denver has averaged \$81.30 per ton. This included 15 per cent royalty, salary of Bureau of Mines employees, amortization of camp and equipment, and all expenses incident to the mining, transportation, grinding, and sampling of the ore.

A concentrating plant for low-grade ores has been erected at the mines and is successfully recovering material formerly wasted. Grinding and sampling machinery has been installed at Denver and a radium-extraction plant erected in the same city. The radium plant has now a capacity of three tons of ore per day, having been more than doubled in size since last February. Before that time the plant had been run more or less on an experimental scale, although regularly producing radium since June, 1914. To July 1, slightly over three grams of radium metal had been obtained in the form of radium barium sulfate, containing over one milligram of radium to the kilogram of sulfates. The conversion of the sulfates into chlorides and the purification of the radium therefrom is easily accomplished and with very small loss of material. Unfortunately, however, special acid-proof enamel ware, obtainable only in France, has not been delivered of sufficient capacity to handle the crystallization of the full-plant production, so that a little less than half the output, or, to be exact, 1,304 milligrams of radium element have been delivered to the two hospitals connected with the National Radium Institute. The radium remaining can be crystallized at any time from neutral solution in apparatus already installed, but the greater rapidity and efficiency of production of this very valuable material by the methods used have decided the Bureau of Mines to await the completion of apparatus now being built before pushing the chloride crystallization to full capacity.

The average radium extraction of all ore mined by the National Radium Institute has been over 85 per cent of the amount present in the ore as determined by actual measurement. The amount present in the ore has been found, in fact, to be essentially the same as the theoretical amount required by the uranium-radium ratio. The extraction figures for the last five carloads of carnotite treated has shown a recovery of over 90 per cent in each case.

A bulletin giving details of mining, concentration, and methods of extraction is being prepared by the Bureau of Mines and will be issued early in the fall.

OIL SHIPMENTS FROM MEXICO.

[Vice Consul Thomas H. Bevan, Tampico, July 12.]

The shipments of crude oil from Tampico to United States ports during June totaled 864,208 barrels, against 684,824 barrels during May. Notwithstanding this increase, shipments were not as heavy as during June, 1913 (1,104,844 barrels), or June, 1914 (1,168,765 barrels). Of the shipments in June this year 161,677 barrels went to Galveston; 133,800 to New York; 115,601 to Port Aransas, Tex.; 96,000 to Baltimore, Md.; 91,422 to Port Arthur, Tex.; 74,918 to New Orleans, La.; 65,000 to Warner, N. J.; 54,905 to Port Tampa, Fla.; 34,220 to Sabine, Tex.; 20,000 to Houston, Tex.; and 16,665 to Freeport, Tex. The oil development in this district is still seriously interfered with by the revolutionary disturbances, and most of the big companies are awaiting more settled conditions before going ahead with new development work.

From the Tuxpam district 640,421 barrels were shipped to the United States, mostly to ports north of the Chesapeake.

NEW NAVAL RADIO STATION AT DARIEN, CANAL ZONE.

The opening of the new naval radio station at Darien, Isthmian Canal Zone, adds to the facilities for the transmission of Government messages, but does not extend the commercial service. The Navy Department, in advising the Department of Commerce of the opening of the station, offers to transmit free all official messages to or from points in the Canal Zone from or to points in the United States.

Out of a total of 47 naval radio stations which are now in use in various parts of the United States or possessions, 21 are open to commercial messages, while the others are reserved for official business. In the Canal Zone there are two stations—at Balboa and Colon—which receive commercial messages, so that the new station need not enter that field in order to accommodate the public, as the facilities are already adequate.

A list of the United States naval radio stations, with their classes of service, is here presented:

Location.	Service.	Location.	Service.
Annapolis, Md.....	Official.	Newport, R. I.....	Official.
Arlington, Va.°.....	Do.	New York, N. Y. (Brooklyn Navy Yard).....	Do.
Balboa, Canal Zone.....	Commercial.	Norfolk, Va.....	Do.
Beaufort, N. C.....	Official.	North Head, Wash.°.....	Commercial.
Boston, Mass.....	Do.	Olongapo, Philippine Islands.....	Official.
Cape Blanco, Oreg.....	Commercial.	Peking, China.....	Do.
Cape Cod, Mass.....	Official.	Pensacola, Fla.....	Commercial.
Cavite, Philippine Islands.....	Do.	Philadelphia, Pa.....	Official.
Charleston, S. C.....	Commercial.	Point Arguello, Cal.....	Commercial.
Colon, Canal Zone.....	Do.	Portland, Me.....	Official.
Cordova, Alaska.....	Do.	Port Royal, S. C.....	Do.
Darien, Panama.....	Official.	Portsmouth, N. H.....	Do.
Dutch Harbor, Alaska.....	Commercial.	Puget Sound, Wash.....	Do.
Eureka, Cal.°.....	Do.	St. Augustine, Fla.....	Commercial.
Farallons, Cal.....	Official.	St. George, Alaska.....	Official.
Fire Island, N. Y.....	Do.	St. Paul, Alaska.....	Commercial.
Guam, Marianne Islands.....	Commercial.	San Diego, Cal.°.....	Do.
Guantanamo Bay, Cuba.....	Do.	San Juan, Porto Rico.....	Do.
Honolulu, Hawaii.....	Official.	Sitka, Alaska.....	Do.
Jupiter, Fla.....	Do.	Tatoosh, Wash.....	Do.
Key West, Fla.°.....	Commercial.	Tutula, Samoa.....	Do.
Kodiak, Alaska.....	Do.	Washington, D. C.....	Official.
Mare Island, Cal.°.....	Official.	Yerba Buena, Cal.....	Do.
New Orleans, La.°.....	Do.		

° Station transmits time signals and weather reports daily.

Besides these the Army of the United States, through its signal corps, has stations that are open to commercial business at Fairbanks, Alaska; Fort Mills, Philippine Islands; Fort St. Michael, Alaska; Kotlik, Alaska; Nome, Alaska; Petersburg, Alaska; and Wrangell, Alaska.

Plans have been made for radio communication between San Francisco and Manila by way of Honolulu, but work on that project will not be commenced until fall, and the section to Honolulu will not be in operation until a year from this time.

A naval station at Point Isabel, Tex., and Great Lakes Training School station are under construction.

[An elaborate description of wireless-telegraph service in the United States was given in Daily Consular and Trade Reports for Mar. 26, 1914.]

Seedless grapes are now on the California market.

FLOOR COVERINGS IN USE IN BRAZILIAN HOMES.

[Consul General Alfred L. M. Gottschalk, Rio de Janeiro, June 14.]

The Brazilian import trade in tapestry and floor coverings does not reach a very large total, when one considers the size and population of the country. Probably the fact that much of the country is tropical in climate and that the presence of insect pests makes dangerous the use of heavy hangings and floor-coverings in most parts of the Republic will account for this.

Statistics compiled from the official returns of the Brazilian customs houses indicate the classes of goods finding the greatest sale and the countries from which they are imported. These figures are:

Countries of origin.	1913	1914	Countries of origin.	1913	1914
OILCLOTH AND COTTON RUGS.			WOOLEN BRAIDS, TASSELS, TRIMMINGS—continued		
Germany.....	\$72,999	\$30,189	France.....	\$4,322	\$3,145
United States.....	8,981	9,430	All other.....	1,555	729
United Kingdom.....	132,344	47,679	Total.....	11,656	5,129
All other.....	48,582	29,150			
Total.....	262,906	116,448	LINEN TAPESTRY AND CARPETS.		
JUTE AND HEMP CARPETS AND RUGS.			Germany.....	25,006	5,236
Germany.....	5,600	4,336	United States.....	372	—
Belgium.....	3,347	432	France.....	2,326	2,804
United States.....	878	—	United Kingdom.....	25,230	11,790
France.....	3,907	4,327	All other.....	1,144	608
United Kingdom.....	82,633	25,680	Total.....	54,078	20,438
All other.....	11,359	1,450			
Total.....	107,724	36,225	WOOLEN TAPESTRY AND CARPETS.		
WOOLEN BRAIDS, TASSELS, TRIMMINGS.			Germany.....	84,734	27,970
Germany.....	5,779	1,255	United States.....	1,548	41
United States.....	—	—	France.....	52,912	10,227
			United Kingdom.....	50,969	17,568
			All other.....	7,506	4,868
			Total.....	197,652	60,674

Rugs and Mats Extensively Used.

The greater part of the floor coverings other than "linoleum" consists of rugs and mats, carpets such as are sold by the yard in the United States to cover whole floors being practically unknown here, except on staircases.

A list of local importers of floor coverings may be had from the South American Trade Directory, which is purchasable from the Superintendent of Documents, Government Printing Office, Washington, D. C., at \$1 per copy. Supplemental lists may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.

American manufacturers who desire to enter this market should send catalogues and samples, the latter being marked "*amostras sem valor*" (samples without value), and should address these firms in the Portuguese language.

Improvement in Fog Signal.

The fog signal at the Stratford Shoal (Middle Ground) light and fog signal station, New York, has recently been improved in power and distribution of sound, the old signal having been found deficient in both respects. The alterations were completed at a cost of \$6,000.

FOOD SUPPLY OF BRITISH COLUMBIA.

[Consul General R. E. Mansfield, Vancouver, Canada, July 14.]

A statement recently issued by the Provincial Horticulturist furnishes some interesting statistics concerning the production and importation of food products in British Columbia. The figures show that in 1914 there were produced in the Province food supplies to the value of \$30,000,000, while during the same period imports, consisting of produce which might have been raised in the Province were valued at \$25,200,000. Twenty millions were imported from outside of Canada, and \$5,000,000 worth from other parts of the Dominion.

The live-stock importations for 1914 totaled \$5,800,000 and dairy products \$4,500,000. Of these 40 per cent came from outside of Canada and 60 per cent from other Provinces. The butter came mostly from eastern Canada, Alberta, and New Zealand. Of meats, \$2,800,000 worth came from other parts of Canada and \$800,000 worth from outside. Of fruits and vegetables, \$780,000 worth were imported from outside of Canada, and of eggs and honey, \$750,000 from Canadian points and \$670,000 from outside. The imports of flour totaled \$2,400,000, and of grain and fodder from Canada, \$4,800,000, and from outside \$600,000. Canned meats were imported to the value of \$440,000, and fruits and jams \$225,000.

Other Large Importations.

Seven million dollars' worth of animals and meat were brought from other parts of Canada last year and \$1,250,000 from outside of Canada. Most of the mutton consumed is imported. Last year an enormous quantity of eggs were imported, some from as far away as China and Australia, and of poultry about \$300,000 worth—equal to the home production.

There were imported during the year \$3,300,000 worth of butter and \$370,000 worth of cheese, besides \$750,000 worth of condensed milk and cream. An immense amount of onions were also imported, some from as far away as Spain, which could be grown in this Province. Of fruit last year there were imported 8,000,000 pounds of apples, 4,000,000 pounds of other large fruit, and 2,000,000 pounds of small fruit.

Embargo on Exportation of Meat From New Zealand.

It is announced that owing to a drought in New Zealand an embargo has been placed on the exportation of meat as a means of conserving the food supply of the island. This will in a measure affect the supply for British Columbia, as considerable meat is imported from that source, especially mutton, which is transported in refrigerator ships to the Pacific coast.

TENNIS AND FOOTBALL IN PEKING.

The following item from a Chinese journal would indicate an increasing market in China for American athletic goods:

Under the supervision of the Ministry of Interior the Temple of Agriculture is being converted into a beautiful park. In the forest of evergreen trees an inclosure has been built to keep 140 deer from the Summer Palace in Jehol. There will be tennis courts, football grounds, and lily ponds. Several pavilions have been erected at different points in the large compound inside the temple grounds, some built according to old Chinese fashions and others in accordance with modern forms. The museum in which ancient sacrificial instruments are kept will also be open to the visitors.

HAMBURG EXPORTS TO UNITED STATES.

[Consul General Henry H. Morgan, Hamburg, Germany, June 30.]

The following statement shows the declared value of exports from the Hamburg consular district to the United States and insular possessions during the first half of this year compared with the corresponding periods in 1913 and 1914:

Exports to the United States.	Jan. 1 to June 30—		
	1913	1914	1915
From Hamburg:			
Raw materials	\$5, 738, 441	\$6, 937, 962	\$192, 689
Manufactured goods	4, 143, 559	4, 735, 968	679, 563
Food products	1, 202, 999	1, 372, 664	61, 527
Miscellaneous	1, 294, 758	719, 122	139, 328
Total to the United States	12, 379, 757	13, 763, 716	1, 073, 107
Total to Philippine Islands	879, 586	880, 621	64, 097
Total to Porto Rico ^a	79, 592	83, 007	6, 344
Total to Hawaiian Islands ^a	22, 783	63, 159	.....
From Luebeck to United States	214, 497	194, 395	8, 619
From Kiel to United States	5, 916	9, 687	1, 000
Grand totals	13, 582, 450	14, 994, 585	1, 153, 257

^a No exports from Luebeck and Kiel to Philippines, Porto Rico, or Hawaiian Islands.

PEST OF LOCUSTS IN CHINA.

[Vice Consul Alvin W. Gilbert, Nanking, June 18.]

Yellow locusts have appeared on Purple Mountain and within a radius of about 30 miles southeast of Nanking. They are the hatchlings of the swarms that arrived here last fall from Kiangpei, and in places cover the ground some inches thick. The local magistrate has been trying to exterminate them by pounding with flails before they are able to fly, but as they hatch in the grass and feed there until their wings are grown, it is believed that his efforts will be unsuccessful. Similar swarms of locusts are also reported as appearing in the Grand Canal region north of the river, so that the pest already appears a serious menace to a large portion of this consular district.

EFFECTIVE CONSULAR WORK.

One of the commercial agents of the Bureau of Foreign and Domestic Commerce writes that a well-known shoe manufacturing company in the United States wrote to him several months ago asking for advice as to how it could dispose of a shipment of goods which was consigned to a firm in a foreign country, and which the foreign firm was unable to take from the customhouse. The commercial agent advised the shoe company to refer the matter to the American consul at the foreign port.

Under date of July 10 the shoe company wrote the commercial agent that through the kind assistance of the consular officer the goods have been disposed of to another firm and payment has been received.

AMERICAN COPPER TRADE.

The imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan during the week ended July 17, 1915, were as follows:

IMPORTS.

Countries.	Ore, matte, and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	<i>Pounds.</i>		<i>Pounds.</i>	
Spain			1,321,832	\$259,409
Canada	497,251	\$51,063	40,866	6,634
Mexico	13,437	1,075		
Cuba	1,151,000	102,734		
Chile			171,050	30,479
Peru	47,556	8,561	2,663,269	330,405
Venezuela	356,042	64,088		
Portuguese Africa			1,824,016	321,241
Total	2,065,286	227,521	6,021,033	948,168

DOMESTIC EXPORTS.

Countries.	Pigs, ingots, bars, plates, and old, etc.		Countries.	Pigs, ingots, bars, plates, and old, etc.	
	<i>Pounds.</i>			<i>Pounds.</i>	
France	1,877,206	\$341,982	Scotland	56,250	\$10,305
Greece	13,499	2,467	Canada	60,746	11,572
Italy	560,659	112,132	Argentina	2,616	418
Russia in Asia	448,076	69,124			
Spain	62,367	610,509	Total	6,351,262	1,208,787
England	3,269,844	48,218			

SHEFFIELD'S SALES TO UNITED STATES.

[Consul John M. Savage, Sheffield, England, July 2.]

Of a total decline of \$312,325 in the declared value of the merchandise invoiced at the Sheffield consulate for shipment to the United States in the quarter just ended, when contrasted with the declared value in the June quarter of 1914, steel accounted for \$252,732, as the following schedule shows:

Articles.	Quarter ended June 30—		Articles.	Quarter ended June 30—	
	1914	1915		1914	1915
Cutlery	\$63,117	\$39,180	Steel	\$612,911	\$360,179
Electro-plate and silverware	4,583	584	All other articles	66,423	34,898
Horn scales and tips	13,557	8,546			
Pipe clay	5,404	10,283	Total	765,995	453,670

The order in council that quite recently went into force prohibiting, except under special license, the exportation of steel containing tungsten or molybdenum, or both, and any tools or other articles made from such steel, will no doubt affect the export trade of Sheffield in such articles more than that of any other place in the United Kingdom. It is hardly possible to give an estimate of the extent to which shipments to the United States will be affected by the order, but it is thought by well-informed people that the amount will be considerable.

NEW ENGLAND FISHING FLEETS' PRODUCT FOR JUNE.

The Bureau of Fisheries reports that the fishing fleet landing fish at Boston and Gloucester, Mass., and Portland, Me., during the month of June consisted of 295 steam and sail vessels. The number of trips to Boston was 318, the fish landed aggregating 9,909,905 pounds, valued at \$307,549; to Gloucester, 153 trips, 8,621,039 pounds, valued at \$215,935; and to Portland, 39 trips, 1,358,361 pounds, valued at \$15,458; a total for the three ports of 19,889,305 pounds, having a value to the fishermen of \$538,942.

The mackerel fishery during the month was fairly successful, a considerable number of large fares of both fresh and salted mackerel having been landed at Boston, Gloucester, and Newport. The first mackerel arriving at Boston and Gloucester this season from the "Cape Shore" (Nova Scotia) were landed on June 7, and were soon followed by the arrival of 10 other fares from that region. These vessels reported a large body of fish schooling between Liverpool and Halifax. Before the end of the month, several vessels of the Cape Shore fleet had brought in two trips each from that ground, which is an unusual occurrence.

On June 21, 59 swordfish were landed at Boston, the first catch of the season. The total catch for the month was 344 fish, all of which were marketed at Boston. The catch of fresh haddock exceeded that for May by 1,755,798 pounds. The amount taken by otter trawlers was 1,333,210 pounds, and that by line trawlers 2,042,948 pounds. The salt bank-fishermen of Gloucester have done well, several vessels of the early fleet having brought in good fares of salt cod. Vessels fishing in the vicinity of Cape North have also met with good success.

TIME EXTENDED FOR PHILIPPINE FOREST BIDS.

The Bureau of Forestry of the Philippine Islands has again extended the time for the receiving of bids for a forest concession covering the area known as the Tayabas-Camarines tract, information to this effect having been conveyed in a cablegram from Manila to the Bureau of Insular Affairs of the War Department. It is announced that the bids will be opened at noon on October 1, 1915. The original announcement regarding this tract, published in Daily Consular and Trade Reports October 3, 1914, set November 14 of that year as the date for the opening of bids, but in November (Daily Consular and Trade Reports, Nov. 23, 1915) it was announced that the time was extended to January 14, 1915, and since then further extensions have been decided upon. The terms of the concession require the establishment of sawmills and logging operations.

The Bureau of Forestry also proposes to grant a concession covering the Tambang tract on the Caramoan Peninsula in the Camarines, and announces that upon the receipt of the first satisfactory application the concession will be advertised and bids invited.

The Bureau of Insular Affairs is prepared to furnish information regarding these forest tracts.

Slate production in the United States averages \$6,000,000 in value annually. Building inactivity decreased the output last year, but there was an increased demand for blackboard material.

THE YEAR'S FOREIGN TRADE.

In exports of domestic products, in aggregate value of foreign trade, and in favorable balance of trade the United States made a new high record in the fiscal year ended June 30, 1915. Imports and exports combined totaled \$4,442,864,272, an increase of \$184,000,000 over 1914 and of \$164,000,000 over 1913, the prior high-record year in total trade.

Exports in 1915 totaled \$2,768,643,532, an increase of \$104,000,000 over 1914 and of \$303,000,000 over 1913. Imports aggregated \$1,674,220,740, a decrease of \$219,700,000 from last year's total and of \$138,800,000 from that for 1913.

The excess of exports over imports for the year 1915 was \$1,094,422,792, which sum exceeded by \$428,000,000 the former high record made in 1908 and by \$623,800,000 the export balance for 1914.

June, 1915, exports were \$268,601,599 and exceeded by \$111,530,000 the total for June last year. June imports were \$157,746,140, or less by \$216,690 than those for June, 1914, but \$26,500,000 more than those for June, 1913.

Of the June, 1915, imports 62.94 per cent entered free of duty, compared with 59.32 per cent for June, 1914, and 50.88 per cent for June, 1913. Of the year's imports 61.73 per cent were duty free; in 1914, 59.43 per cent.

The year's gold movements included imports, \$171,568,755; exports, \$146,224,148. In 1914 the figures were—imports, \$66,538,659; exports, \$112,038,529. The month of June, 1915, reversed the conditions shown in June last year, June gold imports having been \$52,341,740 this year and \$3,817,112 last year, while gold exports last month were only \$2,821,988, against \$48,107,064 in June, 1914.

ELECTRICAL COOKING DEMONSTRATION IN CANADA.

[Consul Henry P. Starrett, Fort William, Ontario, July 21.]

Beginning July 26 the Public Utilities Commission of the city of Port Arthur, Ontario, will give a daily electrical cooking demonstration for the benefit of local consumers of current. The commission hopes by this means to create sufficient interest in electrical cooking to warrant a special rate for cooking purposes.

A complete installation, showing the cost of each individual cooking operation, will be made. Afternoon tea will be served to visitors. Demonstrations will be given daily, and the local dealers of electrical units are invited to display their goods.

[A full report relative to the market in this district for electrical appliances was published in the **COMMERCE REPORTS** of June 28, 1915.]

WASHINGTON BANK OPENS BRANCH IN CANAL ZONE.

The Commercial National Bank of Washington, D. C., has opened a branch bank in the Masonic Building, Cristobal, Canal Zone, for the transaction of business on the same lines as the home institution. This branch will act as fiscal agent for the United States Government and will offer facilities for exchange, deposits, and discount business. The opening took place on July 15, 1915. The Commercial National had already established a branch in Panama City, as noted in **COMMERCE REPORTS** for May 15, 1915.

RECENT AMERICAN TRADE STATISTICS.

The imports, duties collected, and exports for the week ending July 24, 1915, at 13 principal customs districts of the United States were:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$23,392	\$1,365	\$140,307
Massachusetts (Boston).....	5,134,574	226,205	3,261,931
New York.....	17,532,940	2,868,673	34,399,038
Philadelphia.....	905,543	220,801	1,188,782
Maryland (Baltimore).....	385,233	37,668	1,439,691
Virginia (Norfolk).....	738,272	16,358	2,220,447
New Orleans.....	715,235	23,201	2,201,413
Galveston.....	271,106	64,762	1,801,224
San Francisco.....	1,545,264	129,428	1,042,553
Washington (Seattle).....	2,395,113	52,519	2,100,891
Buffalo.....	556,810	11,620	1,487,343
Chicago.....	481,232	93,586	55,263
Michigan (Detroit).....	529,203	10,141	2,783,477
Total	31,213,917	3,762,327	54,122,360

The above figures show a favorable balance on merchandise transactions for the week ending July 24 in the 13 customs districts of \$22,908,443. The 13 districts cited handled about 90 per cent of the import and export business of the country, based on the transactions in May, 1915.

Cotton exported during the week ending July 24 amounted to 45,712 bales, making the total since August 1, 1914, approximately 8,441,028 bales.

The value of the imports, duties collected, and exports at the 13 principal customs districts of the United States by weeks, for the period ended July 24, follows:

Week ending—	Imports.	Duties collected.	Exports.	Excess of exports.
June 5.....	\$27,017,651	\$3,253,010	\$44,213,871	\$17,196,220
June 12.....	32,621,619	3,533,076	46,877,826	14,256,207
June 19.....	30,062,279	4,373,381	49,177,367	19,115,088
June 26.....	31,894,639	3,591,838	40,944,204	9,049,565
July 3.....	29,896,465	3,109,059	50,442,243	20,545,778
July 10.....	23,126,932	2,734,116	40,801,146	17,674,214
July 17.....	32,908,191	3,778,167	40,270,553	7,362,362
July 24.....	31,213,917	3,762,327	54,122,360	22,908,443

LEATHER PURCHASES OF PORT LIMON.

[Consul C. Donaldson, Port Limon, Costa Rica, July 5.]

The value of the annual receipts of leather at Port Limon is about \$100,000, of which over 70 per cent comes from the United States, 13 per cent from Germany, 10 per cent from France, and 7 per cent from England. Much of this leather is cut uppers for shoes. Very little sole leather is brought in, as the domestic article is generally used, although of poor quality.

Practically all the leather is imported by two large wholesale houses, whose addresses may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. The Costa Rican duty on imported cut leather is \$0.053 per pound; on skins, hides, etc., not cut, \$0.0105. In addition there is a surtax of 5 per cent of the duty on imports at Port Limon for consumption in this vicinity.

AMERICAN SHOES IN CUBA.

[Consul P. Merrill Griffith, Santiago, July 12.]

Although about 80 per cent of the shoes used in Santiago de Cuba and throughout this consular district is of American manufacture, the demand, on account of their superior quality and style in comparison with those of Spanish, Austrian, or French make, is constantly increasing.

During the fiscal year ending June 30, 1914, there were imported into Cuba 4,010,116 pairs of shoes, the valuation of which was \$4,249,681. Of this quantity 3,259,690 pairs came from the United States, which were valued at \$3,398,940.

The rate of duty on shoes from countries other than the United States is 13 per cent ad valorem, and in addition, per pair, 19.5 cents for men's shoes, 13 cents for women's shoes, and 6.5 cents for children's shoes; imports from the United States are entitled to a reduction of 30 per cent of the duty, which would make the rate 9.1 per cent ad valorem plus 13.65 cents, 9.1 cents, and 4.55 cents per pair, respectively.

The older inhabitants still cling to the old Spanish style, but the younger people in particular prefer the American styles.

The demand is for both high and low tan, patent-leather, kid, and white shoes. The high shoe is used more extensively throughout the sugar districts, and the low shoes are popular in the cities. There is practically no demand for rubber overshoes.

There are three shoe factories on the island, in which only styles for Cuba are made, and these exclusively for women and children. In these factories Goodyear welting machinery is not used. All of the sole leather used in Cuba is of domestic manufacture, but all of the uppers are imported, principally from the United States. There are several wholesale and retail shoe stores in Santiago. The retail stores are attractive and compare favorably with similar stores in the United States. No one-price system is employed, however, and the prices of shoes vary solely according to appearance.

American manufacturers interested in extending their trade in Cuba should send out representatives who are familiar with the social and business customs of the people and thoroughly conversant in the Spanish language.

Seventy-five per cent of the duty paid on samples is returned when the goods are removed from the country and the salesman has a right to keep them as samples three months. These samples are not mutilated in any way, as they are in some other countries.

[The names of the leading shoe dealers of Cuba will be found in the new West India and Central American Trade Directory, which the Bureau of Foreign and Domestic Commerce has in press.]

Increased Canadian Meat Exports to Great Britain.

For the eight months ended March 31, 1915, Consul Dreher, of Toronto, notes that the exports of meat from Canada to Great Britain totaled 84,520,032 pounds, a gain of 370 per cent over the like period last year. The principal were bacon, 61,935,602 pounds; hams, 6,917,423; pork, 5,793,870 pounds; and canned meats, 5,996,900 pounds.

MORE CANADIAN SECURITIES SOLD IN NEW YORK.

[Consul Julius D. Dreher, Toronto, July 22.]

A press dispatch from Ottawa announces the sale in New York of \$25,000,000 of one-year Dominion notes at 5 per cent at par and \$15,000,000 two-year 5 per cent notes at 99½, the holders having the option of exchanging these notes for 5 per cent 20-year debentures. The proceeds of these sales will provide for the capital expenditure of the Dominion during the current year upon undertakings now in course of construction in Canada. The disposal of these short-term notes increases the amount of Canadian securities sold in the United States since the beginning of the year to a little more than \$100,000,000, the total sales of such securities to all countries for that period being \$168,659,206.

A loan of such a large amount effected in New York should tend to improve exchange conditions between Canada and the United States, exchange at present being strongly in favor of the latter. Having regard to the loss by exchange (amounting to 1½ per cent) in transferring funds from London to New York, which is the Canadian exchange center, the rate of interest on the recent loan is as advantageous as the rate at which a similar loan could be placed in London. Payment for the securities being in New York funds, the Dominion gets the benefit of the existing premium on New York exchange in transferring the proceeds of the loan to Canada.

No treasury bills are now outstanding against the Dominion, and the amount just borrowed will meet its requirements till the end of the year. In view of the heavy financial demands for the movement of this year's crop, and to the business and agricultural community generally, the Government has not deemed it expedient to resort to a Canadian domestic loan issue of bonds.

IMPORTS OF POTASH SALTS.

The following table shows the quantity and value of the imports of potash salts into the United States during the month of June and the six months ending June, 1914 and 1915. The items are so grouped as to show the potash salts used chiefly as fertilizers and other potash salts. The ton given is the long ton of 2,240 pounds.

Articles	June—				Six months ending June—			
	1914		1915		1914		1915	
Fertilizer salts:	<i>Tons.</i>	<i>Value.</i>	<i>Tons.</i>	<i>Value.</i>	<i>Tons.</i>	<i>Value.</i>	<i>Tons.</i>	<i>Value.</i>
Kainit.....	17,891	\$85,786	2,860	\$63,265	257,253	\$1,200,937	6,646	\$94,818
Manure salts.....	33,151	365,539			114,820	1,480,690	12,456	179,328
Sulphate of potash.....	16,473	552,701	1,095	131,692	37,786	1,460,336	9,901	537,323
Muriate of potash.....	3,000	126,631	320	48,273	108,759	3,733,076	56,455	2,384,371
Other potash salts:								
Carbonate of potash.....	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>	
ash.....	1,385,750	41,137	688	41	11,252,825	323,895	8,396,622	261,275
Hydrate of potash.....	740,930	31,249	7,000	937	4,203,568	159,862	2,023,942	96,893
Nitrate of potash.....	479,881	17,061			1,558,926	52,660	6,855	400
Cyanide of potash.....	22,400	3,558			298,377	40,920	828,527	124,934
Other potash salts.....	540,295	50,835	11,275	3,159	3,244,696	291,910	2,075,535	205,729

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Rubber, iron, copper, etc., No. 2509.—Sealed proposals will be received at the office of the Lighthouse Inspector, Y. M. C. A. Building, Portland, Me., until August 16, 1915, for purchase of old materials such as bell metal, rubber, iron, copper, yellow metal, rope, boats, etc. Blank proposals and particulars may be had by addressing above office.

Canal excavation, No. 2510.—Sealed proposals will be received at the office of the United States Reclamation Service, Malta, Mont., until August 12, 1915, for about 355,000 cubic yards of canal excavation. The work is located from 3 to 10 miles from Saco, Mont., on the Great Northern Railway. Further particulars may be obtained from the United States Reclamation Service, Washington, D. C.; Denver, Colo.; or Malta, Mont.

Gasoline truck, No. 2511.—Sealed proposals, in triplicate, will be received by the Chief Clerk, Department of Commerce, Nineteenth Street and Pennsylvania Avenue NW., Washington, D. C., until August 9, 1915, for furnishing the Department of Commerce with one 1,000-pound capacity gasoline truck for delivery at Washington, D. C., free of all charges for transportation and delivery. Blanks for proposals, etc., may be had by applying to the above office.

Construction work, No. 2512.—Sealed proposals indorsed "Proposals for extension of wharf," will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 21, 1915, for extension of wharf at the naval training station, San Francisco, Cal. Plans and specifications may be obtained on application to the above Bureau or to the commandant of the naval training station named.

Repair of breakwaters, No. 2513.—Sealed proposals for furnishing and placing about 2,000 long tons of riprap for the repair of breakwaters at Duck Island Harbor and at the mouth of the Housatonic River, Conn., will be received at the office of the United States Engineers, New London, Conn., until August 10, 1915. Further information on application.

Woolen blankets, No. 2514.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until August 20, 1915, for furnishing and delivering at the United States penitentiaries at Leavenworth, Kans., Atlanta, Ga., McNeil Island, Wash., and the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., 600, 300, 60, and 140 blankets, respectively, in accordance with specifications, copies of which may be obtained upon application to the Washington office.

Dredging, No. 2515.—Sealed proposals indorsed "Proposals for Dredging" will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 14, 1915, for dredging at the navy yard, Puget Sound, Wash. Amount available, \$15,000. Plans and specifications may be obtained on application to the bureau or to the commandant of the navy yard, Bremerton, Wash.

Construction work, No. 2516.—Sealed proposals will be opened in the office of the Supervising Architect, Treasury Department, Washington, D. C., on August 12, 1915, for the construction complete, including mechanical equipment, except lighting fixtures, and approaches for the United States post office at North Attleboro, Mass. Drawings and specifications may be obtained from the custodian of the site at North Attleboro or at the Supervising Architect's office.

Moorings, No. 2517.—Sealed proposals will be received at the office of the Lighthouse Inspector, Tompkinsville, N. Y., until August 4, 1915, for furnishing moorings for light vessels and buoys for the fiscal year ending June 30, 1916, consisting of light vessel chain, buoy chain, mushroom anchors, swivels, and shackles. Blank proposals and particulars may be had by addressing the above office.

Construction work, No. 2518.—Sealed proposals indorsed "Proposals for radio station buildings," will be received at the Bureau of Yards and Docks, Navy Department, Wash., D. C., until August 28, 1915, for constructing one brick power house and one wood-frame quarters at the Naval Radio Station, Isabel, Tex. Plans and specifications may be obtained on application to the bureau.

Panama Canal supplies, No. 2519.—Sealed proposals will be received at the office of the General Purchasing Officer of the Panama Canal, Wash., D. C., on August 6, 1915, for furnishing by steamer, free of all charges, on dock at either Colon (Atlantic port) or Port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama, the articles hereinafter specified; electrically operated passenger elevator and dumb-waiter, hand-operated freight elevators, boiler tubes, steam cocks, portable tool stands and lathe pans, cold-rolled steel, tool steel, steel cable, valves, brass floor drains, air hose, magnesia pipe covering, paper, bristol board, memorandum books, douglas fir and yellow-pine lumber, spud timbers, and white-oak lumber. Circular No. 955.

Light station, No. 2520.—Sealed proposals will be received at the office of the Bureau of Lighthouses, Department of Commerce, Washington, D. C., until September 30, 1915, for furnishing materials and labor for the construction of Navassa Island Light Station, West Indies. Full particulars upon application to the above office.

Construction work, No. 2521.—Sealed proposals will be opened in the Supervising Architect's Office, Treasury Department, Washington, D. C., on August 13, 1915, for the construction complete (including mechanical equipment, lighting fixtures, and approaches) for the United States post office at Gardiner, Me. Drawings and specifications may be obtained from the custodian of site at Gardiner, Me., or at the above office.

Laterals, sublaterals, etc., No. 2522.—Sealed proposals will be received at the office of the United States Reclamation Service at St. Ignatius, Mont., until August 18, 1915, for the construction of laterals, sublaterals, and appurtenant structures on the Flathead project, involving about 33,900 cubic yards of excavation, 560 cubic yards of concrete, 3,500 square yards of paving, the placing of about 33,500 pounds of reinforcing steel and 74,000 feet b. m. of lumber, and the manufacturing and laying of about 1,000 linear feet of concrete pipe. The work is situated on the east side of the Flathead River, from 10 to 18 miles southwest of Polson and 9 to 18 miles northwest of Ronan, Mont. Further particulars may be obtained from the United States Reclamation Service, Washington, D. C., Denver, Colo., or St. Ignatius, Mont.

Automobile chassis, No. 2523.—Sealed proposals will be received at the office of the Chief of Ordnance, United States Army, Washington, D. C., until August 11, 1915, for furnishing and delivering f. o. b. car, Rock Island Arsenal, Ill., one gasoline automobile chassis in accordance with the special specifications for automobile chassis for armored motor car, United States Army, dated July 20, 1915, and the instructions to bidders and general specifications governing the manufacture and inspection of gun carriages, etc., copies of which may be obtained at the above office.

Concrete wharf, No. 2524.—Sealed proposals indorsed "Proposals for reinforced concrete wharf" will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 18, 1915, for constructing a reinforced concrete wharf at the United States Naval Station, Pearl Harbor, Hawaii. Plans and specifications may be obtained on application to the bureau or to the commandant of the naval station named.

Construction work, No. 2525.—Sealed proposals will be received at the Supervising Architect's office, Treasury Department, Washington, D. C., until August 19, 1915, for the construction complete (including mechanical equipment, interior lighting fixtures, and approaches) of the United States post office at Blackwell, Okla. Drawings and specifications may be obtained at a later date from the custodian of site at Blackwell, Okla., or the above office.

Subsistence stores, No. 2526.—Sealed proposals will be received at General Depot of the Quartermaster Corps, 115-123 East Ontario Street, Chicago, Ill.; office of the Depot Quartermaster, United States Army, Kansas City, Mo.; office of the Depot Quartermaster, United States Army, Omaha, Nebr., until August 4, 1915, for the following articles: Lard, serial number 96; breakfast bacon, serial number 125; sliced beef, serial number 131; sugar-cured ham, serial number 195; pork sausage, serial number 261; V. S. sausage, serial number 262. Quantities and further particulars may be obtained from any of the above offices.

Repair work, No. 2527.—Sealed proposals will be received at the office of the Lighthouse Inspector, New Orleans, La., for docking and repairing lighthouse tender *Camellia*. Blank proposals and particulars may be obtained by addressing the above office.

Construction work, No. 2528.—Sealed proposals will be opened in the office of the Supervising Architect, Treasury Department, Washington, D. C., on August 16, 1915, for the construction (except mechanical equipment, elevator, lifts, and dumb-waiter) of the immigration station at Baltimore, Md., including pipe tunnels, approaches, and wharf. One 4-story, one 3-story, and two 2-story buildings of fireproof construction, with slate, tile, and composition roofs, etc. Further particulars, with drawings and specifications, may be obtained from the Commissioner of Immigration, Baltimore, Md., or at the above office.

NEW CHINO-JAPANESE BANK.

[Consul General George E. Anderson, Hongkong, June 21.]

It is generally understood in political and banking circles in Eastern ports that one of the most immediate results of the granting of new concessions and privileges to Japan in China, under the recent treaty following the taking of Tsingtau, will be the establishment of a new Japanese bank in China, with branches in all the principal Chinese ports, especially in North China and the Yangtze Valley.

Newspaper reports indicate that discussion in Tokio contemplates an institution with a capital of \$15,000,000 to \$25,000,000 gold. Hongkong authorities seem to be agreed in a general way that Japan will be unable to take full advantage of the provisions of the new treaty without some such an institution, but they disagree as to the exact nature of the proposed organization. There seems to be an agreement here that there is little if any capital in Japan now available for investment in China, the implication being that any such institution as that proposed would have to have powerful Chinese backing to be a success. It is doubtful if any such support could be had at present. In a general way bankers do not seem to expect much action under the provisions of the recent treaty until after the close of the war in Europe and some degree of recovery of international finances.

Consular Agencies Closed.

The Department of State announces the closing of the American consular agencies at the following places: Denia, Spain; Topia, Mexico; Nelson, British Columbia; Baracoa, Cuba; Matthew Town, West Indies.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

Writing paper, No. 17638.—An American consular officer in Uruguay has sent samples of a cheap grade of writing paper which importers in that country desire to purchase in the United States. It was previously imported in boxes of 50 envelopes and 50 sheets of paper, or 40 each. If manufacturers can supply this paper and envelopes in a box similar to the sample which may be examined at the bureau or its branch offices, it is stated that 25,000 boxes will be ordered. It is explained that cash will be paid against documents, and that credit will be guaranteed through a New York bank. Samples and prices should be sent to the consular officer.

Shoes, No. 17639.—A manufacturer's agent in Russia informs an American consular officer that he desires to act as a traveling salesman for American manufacturers of high grade shoes for women. Samples, catalogues, etc., should be sent at once. He desires to act on a commission basis. Bank references are given.

General agency, No. 17640.—An American consular officer in New Zealand reports that a representative of a business firm in his district contemplates visiting the United States on a six months' business trip to study conditions and take over the representation of 25 or 30 lines which he may think best adapted to the markets of that country. He expects to arrive in the United States the latter part of July. It is stated that the man has had a great deal of experience in handling goods in Australasia. It is stated that the company which he represents is in a position to pay cash at the port of shipment if necessary, but prefers to pay cash against shipping documents at port of arrival.

Envelopes, No. 17641.—The New Zealand Government has asked for tenders for 3,670,000 envelopes of 11 different classes, two kinds of cords, and 3 tons of bichromate of potash, as per list which may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices. Tenders must be submitted by August 11, 1915, and should be addressed to the Chairman, Public Service Stores Tender Board, Wellington, New Zealand. The bureau has no further information relative to this opportunity.

Glassware, shoes, enameled ware, stationery, etc., No. 17642.—The Department of Commerce is in receipt of a letter from a manufacturer's agent in the West Indies stating that he desires to communicate with American manufacturers and exporters of glassware, enameled ware, crockery, canned foodstuffs, cottonseed oil, kerosene oil, clothing, notions, stationery, clocks, watches, combs and brushes, perfumery, soaps, leather goods, toilet articles, toys, etc. References are given.

General representation, No. 17643.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in New York City stating that he desires to communicate with American manufacturers of merchandise suitable for exportation to Porto Rico by mail, parcel post, or express. He does not specify any particular line.

Buttons, buckles, and lining tapes, etc., No. 17644.—An American consular officer in France reports that a business man in his district desires to receive quotations and full information from American manufacturers of metal, bone, and composition buttons, metal trouser buckles, and lining tapes. Quotations should be made c. i. f. port of delivery. Samples of the articles desired may be examined at the Bureau or its branch offices.

Felt, No. 17645.—A firm in Brazil informs an American consular officer that it desires to import white felt similar to the sample which may be examined at the Bureau or its branch offices. This material is used in the operation of cardboard manufacturing machinery and consists of one endless piece, 66.929 inches wide and 266.141 inches long. It is stated that the firm has been paying \$71.40 for these pieces c. i. f. destination. Bank references are given.

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Washington, D. C., Thursday, July 29

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LACK OF SHIPPING FACILITIES AT ADEN.

[Consul William J. Grace, Aden, British Arabia, July 1.]

The merchants here are complaining bitterly of the lack of shipping facilities between Aden and America. Many merchants have had to discontinue buying, as their warehouses are full and they have no way of shipping the contents thereof to the United States. The Italian vessels are giving preference to shipments to Italy. As there is plenty of cargo for Italy there is, therefore, no space for cargo to be transhipped to the United States. The Italian lines have increased their freight rates 100 per cent and their passenger rates 33½ per cent over ante bellum prices.

AMERICAN GLASS IN HONGKONG.

[Consul General George E. Anderson, Hongkong, China, June 21.]

Considerable quantities of window and plate glass for mirrors have been imported into South China from the United States during the past few weeks, the imports following the establishing of connections with American manufacturers after the supply of Belgian glass was shut off by the war in Europe. Hongkong importers express gratification at the small loss by breakage in shipments so far received. Since American glass is higher in price than the Belgian material and in view of high freight rates now obtaining the matter of breakage is one of unusual importance, and since most shipments so far have come by rail across the United States and thence by the Pacific instead of by way of the Suez Canal it was feared that the percentage of loss would be high. American packing in this case has been found very satisfactory.

Ensanada's Restricted Purchases.

Consul Claude E. Guyant sends statistics showing the decreased imports this year into the Lower California port of Ensanada. The total for the first six months was only \$99,131 (including \$65,000 worth of crude opium). All came from San Diego, Cal., and were only half the port's purchases in the first half of 1912.

MARKET FOR GINSENG IN INDO-CHINA.

[Consul Lawrence P. Briggs, Saigon, French Indo-China, June 1.]

The 400,000 Chinese in Indo-China constitute an important element. Nearly all are in business, and they control the trade in rice and fish products—the two leading industries of Indo-China—as well as the cinnamon trade of Annam and many other important branches of industry. The chief center of Chinese population in Indo-China is Cholon, the rice-milling suburb of Saigon and the most populous city of Indo-China.

Fai-fo, near Tourane in Annam, is another Chinese settlement, and they are found in many other industrial centers, particularly in Cochin China. Their racial similarity to the Tonkinese and Annamites and their intellectual and commercial superiority to these natives give them an advantage in trade and in the introduction of their customs and products.

One class of products to which the Chinese cling tenaciously is their medicines and medicinal herbs. These are imported, sometimes to the value of \$500,000 annually. Contact with French medical science seems to mark no diminution in this trade. On the contrary their medicines appeal more strongly to the natives than do the French remedies, and the trade in Chinese medicines is steadily increasing.

One of the most prized of their medicinal herbs is ginseng. Its importation at Saigon totals 100 to 200 pounds annually, valued at \$10,000 to \$20,000. Perhaps 80 per cent of the ginseng used in Indo-China enters at Saigon. In common with other Chinese medicinal herbs it pays an import duty of 60 francs per 100 kilos (5.25 cents a pound). It is much prized as a general tonic and as a special remedy for disorders and diseases of the nervous system. It retails at about \$100 to \$200 per pound. Practically the entire supply comes from Korea.

There are 18 Chinese pharmacies in Saigon and 30 to 40 in Cholon; but most of the ginseng is imported by Tek Hoon Tong and Ban Teck Tong, of Saigon, and Sin Hock Tong and Kwong Hoon Tong, of Cholon.

OIL REFINERY FOR CANADA.

[Consul Samuel C. Reat, Calgary, Alberta Province, July 21.]

A refinery, with a first unit capacity of 500 barrels of oil a day, is to be established in the Calgary district by the Southern Alberta Refineries (Ltd.), head offices in Calgary, a company, capital \$200,000, which has been organized to handle the product of the Southern Alberta Oil Co.'s well.

The refinery will probably be located at Sandstone, a few miles north of Okotoks, where there is a siding and the oil will be pumped through a pipe line from the well. The company has not yet purchased machinery for its refining plant, and is asking for prices and quotations.

Exploration for petroleum oils extending over a period of almost two years still continues, despite the check given to the development work by the war. It has not yet been conclusively demonstrated that petroleum oils exist in commercial quantities in the Province of Alberta, but the results so far seem to justify the continuance of intelligent and scientific operations.

NEW GOVERNMENT PUBLICATIONS.

The Superintendent of Documents, Washington, D. C., announces that he received in stock during the week ended July 24 the following new United States Government publications of a business character, which he will sell at the nominal prices affixed:

Diplomatic Correspondence with Belligerent Governments relating to Neutral Rights and Commerce (White Book), issued by the Department of State.—A compilation of notes between the United States and foreign Governments, covering the declaration of London, papers relating to articles contraband of war, correspondence relating to restraints on commerce, foodstuffs cargo of the American ship *Wilhelmina*, destruction of the American merchantman *Wm. P. Frye*; an important work in connection with the present controversy. Price, 50 cents.

United States Mining Statutes Annotated, 2 vols., Mines Bureau Bulletin 94.—Vol. 1, Sections and Statutes relating to Metalliferous and Coal Mining; vol. 2, Miscellaneous Mining Subjects—a compilation of United States Federal Statutes relating to mining, with copious annotations, including the Alaska compiled laws on the subject; price, cloth, \$2.50 per set.

Commercial Organizations in France, with a Summary of Governmental Activities in Promoting Commerce, Special Agents Series 98, issued by the Bureau of Foreign and Domestic Commerce.—Article covering history of the French organizations, chambers of commerce in France, manufacturers' associations, Government institutions for the promotion of commerce, etc.; price, 10 cents.

Grades for Commercial Corn, Agriculture Department Bulletin 168.—Classification of corn with detailed directions for examination of samples, with colored illustrations; price, 5 cents.

Dust Prevention and Road Preservation, 1914, Agriculture Department Bulletin 257.—Covering the experiments at Lemon City, Fla.; West Palm Beach, Fla.; Chevy Chase, Md.; Ridgewood, N. J.; and other points; price, 5 cents.

Standard Varieties of Chickens, Farmers' Bulletin 51, reprint.—Description of standard varieties of chickens figuring in American poultry-raising industry; price, 5 cents.

Meat Production in Australia and New Zealand, Yearbook Separate 650.—Article covering the production, marketing, and transportation of live stock, abattoirs, animal diseases, etc.; price, 5 cents.

Sheep Industry: Yearbook Separate 645.—Contrasting the conditions in American and Australian sheep industry, with suggestions to American sheep raiser; price, 5 cents.

A HINDRANCE TO AMERICAN BUSINESS.

[Commercial Attaché William C. Downs, Melbourne, Australia, July 2.]

Several complaints have been received that the failure of American manufacturers promptly to confirm transactions which have been closed by cable leaves the agents in Australia in doubt as to whether all the conditions of the transaction are clearly understood and whether everything is in order, not only as regards the prices stipulated, terms and conditions, but also the time of shipment. Several complaints have been received that although orders which have been taken upon cable quotations from American manufacturers have been accepted by cable, confirmations of the cable have not been received, although sufficient time has elapsed for letters from the United States to arrive.

It should be impressed upon American manufacturers that cables sent or received should be confirmed by letter on the date on which they are sent or received in order that any misunderstanding which might arise from the use of codes, which do not always express the meaning in exact language, may be promptly corrected.

BRAZIL PREFERS GENUINE TO IMITATION JEWELRY.

[Consul Robert Fraser, jr., Bahia, Brazil, May 31.]

The Bahia market for jewelry and silverware is not an important one. The latest available statistics (for 1912) divide all jewelry imports for Brazil into the two classes—gold and silver jewelry, with or without precious stones. They apparently include plated-ware, etc. The imports according to countries are:

Gold jewelry—From Germany, \$136,008; France, \$63,582; United States, \$410; all other countries, \$15,859; total, \$215,859. Of these imports, jewelry to the value of \$6,775 was imported at Bahia.

Silver jewelry—From Germany, \$105,600; France, \$62,413; United States, \$2,757; all other countries, \$21,110; total, \$191,880. Jewelry in this class to the value of \$1,899 was imported at Bahia.

Demand for Gold Plate and Silver.

There is little, if any, market for 10-carat solid gold jewelry here, as it is believed to oxidize. The general public, therefore, prefers to buy either 14 or 18 carat or plated ware. Scarcely any of it is seen on sale, and the leading local jeweler states that the demand for it is so small that it would not pay him to import it. On the other hand, there is considerable demand for gold plate and silver. It is said with respect to the latter that a degree of fineness of .800, instead of sterling (.925), is sufficient to satisfy local requirements.

There is much more genuine jewelry and much less imitation or platedware used here proportionately than in the United States. Even negroes, who constitute nearly 90 per cent of the population of the city of Bahia, use a great deal of .800 pure silver and 14-carat gold, much of both of which is made in Brazil, and comparatively little plated and almost no purely imitation jewelry. There is, in fact, only one jeweler here who handles the latter on any scale, and he does not appear to be extending his business in that line.

There are no local requirements whatever as to stamping or trademarks, and, as a matter of fact, articles are rarely stamped or marked. There seems to be practically no deception, however, as customers are at perfect liberty to test, and do very often test, articles by various methods before accepting them.

Much emphasis is laid by jewelers on the somewhat distinctive local styles and the importance of conforming to them. They say that styles in the south of Brazil follow those of Europe very closely, but that from Rio de Janeiro northward the popular taste is rather different and should be studied on the ground by foreign exporters or their representatives. Several noted the few traveling salesmen from the United States who make a personal investigation of local preferences, in comparison with the number of Germans who formerly came here for that purpose. In view of the small total of jewelry imported, however, it seems rather a question whether the expense of sending special men would be justified by the result, especially during the continuance of depressed financial conditions. In this line, too, perhaps more than in most others, goods may be brought to the attention of customers by means of illustrated catalogues.

People Spend Freely After Crop Exports.

There is no very marked season for buying in Bahia as in the United States, although the public spends somewhat more freely dur-

ing the season immediately succeeding the principal crop exports, say from December to March, than at other times.

Jewelry is relatively one of the cheapest commodities in Bahia, where most imported goods cost two or more times what they do in the United States. An English employee of a local manufacturing jeweler states that most articles, except fine-cut diamonds, cost little more on the average than they do in London. Jewelry is not made on a large scale here, and what gold is required is obtained by melting down English sovereigns, and pure silver from Brazilian mines can be bought for approximately 50 milreis per kilogram (\$7.37 per pound avoirdupois).

A fair amount of silver and silver-plated ware other than jewelry is used, and some white metal and German silver tableware is on sale. As in the case of jewelry, there are no legal requirements for marking.

Watch, neck, and eyeglass chains, rings, collar and cuff buttons, cuff links, scarf and other pins, lockets, charms, etc., are imported here, and in normal times there is a fair market for all such goods, but trade has not been active for the past two years, owing to the general financial depression through which the country has been passing.

Terms and Sales Methods.

Imported jewelry is bought either direct from the manufacturers or through export commission houses. There are no large importing and distributing houses for that class of goods in this part of Brazil. Before the war Germany sold by far the largest proportion of jewelry imported, generally through traveling salesmen, and allowed extremely long credits, which not uncommonly reached a year or even 18 months. Other nations were in the habit of allowing 90 days, but business could probably now be done with most importers at 30 days.

No distinction is made here between rolled gold-plated jewelry and electroplated jewelry, and there is a favorable attitude toward American merchandise. American styles in this particular line, however, are somewhat different from those obtaining in northern Brazil.

[Lists of importers of jewelry, silverware, plated ware, and imitation jewelry may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. The South American market for jewelry and silverware is discussed in detail in Special Consular Report No. 70, which may be obtained at 5 cents per copy from the Superintendent of Documents, Washington, D. C., or from the branch offices of the Bureau of Foreign and Domestic Commerce.]

ALARM BELL VALUABLE TO LIGHT KEEPER.

The protection afforded by thermostat bells at light stations, particularly where there is only one light keeper, is illustrated by a recent occurrence at St. Johns River Light Station, Fla., where the alarm bell enabled Amos Buford, the keeper, to escape a serious situation arising from a flaming lamp. Mr. Buford's report to the Bureau of Lighthouses states that he was awakened at 3.15 a. m. on May 4 by the call of the thermostat bell, and when he got up to the light he found the lamp enveloped in flames as a result of its becoming overheated. He extinguished the light, changed the vaporizer and heating tube, and had the lamp relighted at 3.35 a. m. No further trouble was experienced during the night.

INLAND TRAFFIC OF ANDALUSIA AND ESTREMADURA.¹

[Consul Wilbur T. Gracey, Seville.]

In my previous report I dealt with the extent of this consular district, the principal ports and their industries, population, roads, extent of the railways, and motor-bus lines.

There is very little traffic by the inland waterways of this part of Spain; practically the only river used for transportation purposes is the Guadalquivir. Deep-sea vessels up to 4,500 tons come up this river as far as Seville, but can not go above this city, owing to the fact that there is insufficient water for that purpose, and a stone and iron bridge connecting Seville with the suburb of Triana makes navigation above the city impossible, except for small boats.

There are two lines of boats running on the river. The Sociedad Anonima de Navegacion Sevilla-Sanlucar, Reyes Catolicos 25, Seville, has one steamer of 58 tons, making trips between Seville and Sanlucar daily, which accommodates 75 first and second class passengers, and another of 76 tons which carries 125 passengers. The passenger rates from Seville to Sanlucar are 4 pesetas (77 cents), first class, and 3 pesetas (58 cents), second class.

The second company possesses two vessels of 125 and 300 tons, owned by Herederos Antonio Millan, Aduana 24, Seville, sailing every Sunday for Cadiz, but they do not carry passengers.

During the summer months this company runs a steamer of 200 tons from Seville to Sanlucar (the latter being a summer resort for the people of Seville), with passenger fares of 5 pesetas (97 cents) first class and 3 pesetas (58 cents) second class.

A small quantity of cargo reaches Seville by sailing vessels and a little comes down the river on sailing or rowboats, but the amount is insignificant.

So far as can be learned this is the only inland transportation on the waterways of this district. The river has a swift current, running at from 3 to 5 knots per hour, and is therefore not particularly suited to the use of gasoline-propelled vessels, and they are practically unknown here. This is partially due to the high cost of gasoline, which sells locally at approximately 60 cents a gallon. Probably several towns and cities on the Guadalquivir, including the city of Cordoba, with a population of 65,200, would use the river for transportation purposes to a greater extent if gasoline-driven boats were available, but this could be accomplished only when they were convinced by practical demonstrations of the possibility of using such means of transport and of its lower cost.

Several lines connect Seville with the outside world, and with the completion of the canal now under construction these will undoubtedly increase in importance. The canal is intended to shorten the route from Seville to the sea, making it not only more direct, but avoiding the sharp curves which now exist and which make it impossible for large vessels to reach the port. One of the cuts has already been completed; the other is in course of construction,

¹ In transmitting this report Consul Gracey writes: "In an effort to place before the exporters of the United States a concise and yet comprehensive review of trade conditions here, and avoid constant repetition, a series of connected articles is being prepared, of which this is the second, the first having been published in *COMMERCE REPORTS* under date of Mar. 4, dealing with the extent of the territory, means of transportation and communication, etc."

and it is hoped that it will be finished by 1916. The companies operating from this city are:

Three Lines Running to American Ports.

1. *Compania Santanderina de Navegacion*; agents, *Hijos de Vicente Aceña*, Aduana 38, Seville. This line, which owns seven vessels with tonnage of from 2,500 to 4,200, carries on a direct service between Seville and New York, without fixed dates of sailing, but leaving the two ports approximately once a month. The purchase of vessels and supplies for this company is carried on by *Corcho Hijos*, Santander, Spain.

2. *Compania Transatlantica*. This company owns 23 vessels, with a total tonnage of 106,000. The company has two new vessels under construction by the *Sociedad Espanola de Construcccion Naval*, at Cadiz, of 2,100 tons each. The vessels of this company do not always come to Seville, in fact, only very occasionally, but serve this district through the port of Cadiz, leaving monthly on the 30th from that port and, running not only to New York but also to Havana, Vera Cruz, and Puerto Mexico.

3. *Gans Steamship Line*, of New York. This line has monthly sailing of chartered steamers between Seville and New York. They do not carry passengers. The head office is in New York City, and the local agent in Seville is *Modesto G. de Vinuesa*, Carbon 1, Seville.

Service to Other Spanish Ports.

4. *Compania Espanola de Navegacion*, *Requeno e Hijos*, San Pablo 43, Seville. This line has three ships which run between Seville, Huelva, Malaga, Motril, Valencia, Barcelona, San Feliu de Guixols, and Palamos, and carry both passengers and freight.

5. *Empresa de Navegacion Ibarra y Comp.*, *Hijos de Juakin de Haro*, Aduana 23, Seville. This company, which has a total of 30 vessels, ranging from 1,000 to 3,600 tons, and a total tonnage of 47,098, has a regular service leaving Seville every Sunday for Vigo, Villagarcia, Corunna, Santander, and Bilbao; and a slower service to Cadiz, Ferrol, Vigo, Villagarcia, Corunna, Santander, Bilbao, and Pasajes as well as a service every 10 days from Seville to Marin, Aviles, and Gijon. The company has no intention of purchasing other ships at the present time.

6. *Sociedad Anonima de Navegacion Guadalquivir*. Calle Carbon 1, Seville. It has only one steamer plying irregularly between Spanish ports.

7. *Compania Sevillana de Navegacion a Vapor*, S. A. *Federico Sanchez Bedoya* 10, Seville. This company has 7 vessels with a total tonnage of 9,023, plying between Seville and Sanlucar, Huelva, Cadiz, Algeciras, Malaga, Almeria, Cartagena, Alicante, Valencia, Barcelona, San Feliu de Guixols, Palamos, and Cette, leaving weekly.

8. *Compania anonima de Vapores Vinuesa Aduana* 21, Seville. This company, with five boats, maintains a weekly service between the Spanish ports and France, leaving Seville every Sunday for Cadiz, Algeciras, Malaga, Almeria, Cartagena, Alicante, Valencia, Barcelona, San Feliu, Palamos, Cette, and Marseille. The vessels have a total tonnage of 13,854 tons.

9. *Compania Transatlantica*. The vessels of this line, which give service abroad, also serve the Spanish ports, as the monthly vessels to Buenos Aires stop at Barcelona, Malaga, and Cadiz; the lines to

New York, monthly, stop at the same ports; the line to Venezuela and Colombia stops at Barcelona, Valencia, Malaga, and Cadiz; the line to the Philippines (three times yearly) stops at Corunna, Vigo, Cadiz, Cartagena, Valencia, and Barcelona; and the monthly service to Fernando Poo stops at Barcelona, Valencia, Alicante, and Cadiz.

10. Pinillos, Izquierdo y Cia., Cadiz. This line, with 11 ships and a total tonnage of 55,538, carries on traffic with Brazil by vessels which stop also at Barcelona, Valencia, Almeria, Malaga, and Cadiz, and have more or less frequent sailings without a fixed schedule to Cuba and New Orleans by vessels which stop at Barcelona, Tarragona, and Cadiz.

11. Linea Mac-Andrews, Placentines 18, Seville. This British line, which serves Great Britain and the north of Europe, has regular sailings by ships which also serve the other ports of Spain.

Service to Foreign Ports.

12. Compania Sevillana de Navegacion a Vapor. This company (mentioned previously under No. 7) maintains a direct service with Marseille, via Spanish ports, from Seville and Cadiz.

13. Compania Maritima de Barcelona, Placentines 18, Seville. (Also known as Linea Mac-Andrews) has regular sailings from Seville, Cadiz, and other Spanish ports to London, Amberg, Glasgow, Liverpool, and German ports.

14. Companias Hamburguesas, Albareda 34, Seville. This line of German steamers formerly had a regular service from Cadiz to Montevideo, Rosario, and Santa Fe, but it has been discontinued.

15. Empresa de Navegacion Ibarra y Cia. Aduana 23, Seville. This line, previously referred to under No. 5, maintains a regular service leaving Seville every Wednesday for Marseille via Spanish ports, and carries both freight and passengers.

16. Compania Trasatlantica. (Previously referred to under No. 2 and No. 9.) This company, the most important Spanish company having foreign service, has several regular services from Cadiz in this consular district. Steamers of the monthly service to Buenos Aires leave Cadiz on the 7th of each month, stopping at Santa Cruz de Tenerife and Montevideo, on the outward passage and at the Canary Islands on the return trip. Steamers sail on the 30th of each month for Havana, Vera Cruz, and Puerto Mexico via New York. Steamers on the 15th of each month for Las Palmas, Santa Cruz de Tenerife, Santa Cruz de la Palma, Porto Rico, Puerto Plata, Havana, Port Limon, Sabanilla, Curacao, Porto Cabello, La Guayra, and Ponce. Three voyages a year are made to Port Said, Suez, Colombo, Singapore, Iloilo, and Manila. Steamers sail on the 7th of each month for Tangier, Casablanca, Mazagan, Las Palmas, Santa Cruz de Tenerife, Santa Cruz de la Palma, and African coast ports. Steamers on the 23d of each month sail direct for Rio de Janeiro, Montevideo, and Buenos Aires, stopping at Santos on the return trip.

17. Sociedad de Navegacion e Industria de Barcelona. Calle Almirante Hoyos lo, Seville. The company has a total tonnage of 6,116, and carries on regular services with the Canary Islands.

18. Pinillos, Izquierdo y Cia., Cadiz (previously referred to under No. 10). This company, with 11 ships, carries on a regular service

between Cadiz, Cuba, Canary Islands, Porto Rico, Mexico, New Orleans, Argentina, and Brazil.

19. Dampfschiffahrts-Gesellschaft "Neptun" de Bremen. Calle Carbo 1, Seville. This company (now discontinued) carried on a service every 15 days from Seville to Rotterdam and Amberes, carrying cargo for transshipment to German, Swedish, Norwegian, and Finnish ports.

20. London & Edinburgh Shipping Co., of Leith. Calle Carbon 1, Seville. Carries on a 15 days' service between Seville, Bordeaux, and Leith, taking transshipment cargo for Newcastle and ports in Scotland.

21. Det Forenede Damskibs-selskab Aktieselskab de Copenhaguen, Calle Carbon 1, Seville. This line carries on a regular monthly service between Seville, Petrograd, and the Baltic ports, when the Baltic is open to traffic.

Lines Giving Service from Huelva.

22. The English and American Shipping Co. Managing owners, C. T. Bowring & Co. (Ltd.), Winchester House, Old Broad Street, London, England. This company has a mineral-carrying contract from Huelva to New York, Philadelphia, and Baltimore. Twelve steamers are engaged in the service, from 450 to 7,000 tons, without regular sailing dates, but an average of three steamers per month.

23. Hugh Hogarth & Sons, 24 Enochs Square, Glasgow. This company has six steamers trading on mineral-carrying charters, vessels being of approximately 3,000 tons burden, with four sailings monthly, without fixed dates, and running from Huelva to London, Newcastle-on-Tyne and Garston.

24. Maclay & McIntyre, 21 Bothwell Street, Glasgow. This company has seven ships, from 2,000 to 3,000 tons burden, which average three vessels per month, without fixed dates of sailing, running from Huelva to Glasgow.

25. Rio Tinto Co. (Ltd.), 3 Lombard Street, London. This company has one steamer of 2,400 tons, trading regularly at intervals of about 24 days from Huelva to Port Talbot and Plymouth, and carrying freight and passengers for those places.

Services from Algeciras.

In addition to those described are the regular services from Algeciras (Gibraltar) to all parts of the world, especially the White Star and Cunard Lines to the United States. Algeciras is, however, only a small town, and the country served through that port is principally in other consular districts than that under this office. Most of the passengers coming to this part of Spain land at Algeciras and take train from there to Seville via Ronda and Bobadilla, or come overland by motor bus to Cadiz, and thence to Seville by rail. So many steamship lines touch at Gibraltar, and thereby serve Algeciras, that an enumeration of them would cover most of the important shipping lines running to Mediterranean ports and the East, and as they do not directly serve this district in their capacity as cargo carriers, except through other ports, it does not seem necessary to treat of them here.

Travel and Inland Transportation.

Inland travel to points away from the railway lines is carried on by the few motor-bus lines mentioned in my previous report, by spe-

cial carriage, on horseback, or by one of the various diligence lines. The diligence lines running from Seville daily are: At 5 p. m. for Coria del Rio y Puebla junto a Coria, Castilblanco, and Burguillos; for Alcala del Rio, La Rinconada, Castilblanco, and Burguillos; for Garena; for Montellano, Coronil, Viso del Alcor, and Villamartin; for Castilleja de La Cuesta and Gines; for the Camas station and for Espartinas.

Travel away from the beaten paths in Spain is difficult; inns are, outside of the larger towns, poor, while many places have none; roads in this portion of the peninsula are liable to be bad, exceedingly muddy in the rainy season, and smothered in dust in summer, failing as an incentive to motor travel.

Inland Transportation by Antiquated Methods.

Transportation of cargo in the interior, away from the railway lines, is carried on by heavy carts of an antiquated type, by mules, horses, or donkeys. Most of the carts are drawn by a string of from two to five, or even more, mules or horses, or a yoke of oxen, the latter being perhaps preferred for heavy cargoes. There is a regular fixed tariff for transport, with a minimum of 1 peseta (19 cents) for small wagons, and a varying scale, according to the commodity transported.

In connection with information on motor-bus lines, given in COMMERCE REPORTS for March 4, 1915, I am now in receipt of information that, owing to its nonsuccess financially, the line between Huelva and Ayamonte (which served the railway line to Portugal) has been discontinued.

The San Fernando (Cadiz)-Algeciras bus line covers an actual distance of 76 miles, the line passing through San Fernando (population 29,800), Chiclana de la Frontera (11,430), Conil (6,290), Vejer (13,420), Facinas (1,015), Tarifa (11,723), and Algeciras (13,320). No cargo is carried except passengers' baggage, each passenger being allowed 33 pounds free. Excess is charged for at the rate of 0.02 peseta (0.38 cent) per kilo (2.2046 pounds) for each 5 kilometers (3.11 miles). The cars used were made by the Hispano-Suiza Co., a Spanish company, are of omnibus type with solid tires, 30-40 horsepower, and cost 22,000 pesetas each (\$4,246). Three classes of passengers are carried at the rate of 22.8 pesetas (\$4.40), 28.5 (\$5.40), and 30 (\$5.79) for the entire trip, approximately 68 miles.

Cadiz-Alcala de los Gazules bus line: This line, not mentioned in the previous report, covers a distance of 70 kilometers and passes through San Fernando (population 29,800), Chiclanade la Frontera (11,430), fare from Cadiz 3 pesetas (58 cents); Medina Sidonia (11,040), fare 5 pesetas (97 cents); Alcala de los Gazules (8,224), fare 7.50 pesetas (\$1.45). Passengers' baggage only is carried, and no charge is made for excess, unless such excess is of an extraordinary amount. Small packages are carried at a rate of 1 peseta (19.3 cents) for every 11 kilograms (24.25 pounds). The cars used are of the omnibus type; made by the Hispano-Suiza Co., and cost 22,000 pesetas (\$4,246).

Citrus trees in California number 11,706,931.

SIX MONTHS' HULL OIL AND SEED TRADE.

[Consul Charles M. Hathaway, Jr., Hull, England, July 13.]

Imports of oil seeds at Hull for the twenty-six weeks ended June 29, 1915, were, according to Hull Chamber of Commerce figures, as follows:

	1914	1915
Linseed (quarters).....	500,030	589,310
Rapeseed (quarters).....	113,726	51,110
Castor seed (quarters).....	120,476	70,266
Cottonseed, Egyptian (tons).....	80,696	135,538
Cottonseed, Bombay and other (tons).....	148,357	18,967
Soya beans (tons).....	35,622	72,457

Linseed in quarters of 410, 416, and 424 pounds. Rapeseed, quarters of 416 and 424 pounds; castor seed, quarters of 480 pounds. The ton is uniformly 2,240 pounds.

During the same period 17,681 tons of oil cakes were imported, as against 12,836 tons in 1914.

Exports of oil to June 29 are given by the same authority as follows:

	1914	1915
Linseed (tons).....	2,516	17,873
Cottonseed (tons).....	2,275	4,286
Soya (tons).....	3,330	1,974

The import of palm kernels during the first half of 1915 was 20,821 tons, according to the Eastern Morning News, Hull. There are no figures for 1914. Palm kernels were not dealt with at Hull before the war. The importation of oil seeds of all sorts is reckoned to be some 24,000 tons below that of the corresponding period of 1914.

LOW PRICES FOR JAPANESE FISH OILS.

[Extract from Japan Advertiser of June 15, by Consul General George H. Scidmore, Yokohama.]

The fish-oil market has again become slack, now that the export of new oil is just over. It appears that this setback is due to the fact that the European market has now as much stock as is demanded, and that, moreover, the British authorities have prohibited reexport, lest it be supplied to the enemy countries. In Marseille also the market is rather overstocked, the authorities there having prohibited reexport. This has affected the market here, and the stock now awaiting export is said to amount to something over 150,000 boxes. As a result quotations are low, with a prospect of further depreciation. The only exception to the tendency is herring oil, due to the brisk demand for export to Australia, but even this variety is expected to fall sooner or later because of the absence of new orders, what is now being shipped being only for old contracts. Whale oil is the least in demand. The stock is increasing in demand, and no quotations are being made.

STOCKS OF NITRATE ON CHILEAN COAST REDUCED.

[Consul Thomas W. Voetter, Antofagasta, Chile, July 1.]

The nitrate industry is in a somewhat better condition than for several months. The production per month has not increased above the average for the period following the outbreak of the European war, but the shipments are on a more liberal scale, and the stocks of finished nitrate on the Chilean coast are being reduced. The statistics here given are mainly those furnished by the Nitrate Propaganda Association (Asociación Salitrera de Propaganda). All figures are in Spanish quintals of 101.4 pounds.

Items.	January to March.		Decrease, 1915.
	1914	1915	
Production	14,945,748	5,732,740	9,213,008
Exportation	14,287,780	7,038,003	7,249,777
Excess in production	657,968		
Excess in exportation		1,305,263	

Shipments Made from Various Ports.

The exportation was greater than the production, so that the stock on the coast was reduced from about 23,556,000 quintals at the end of December, 1914, to about 22,211,000 quintals at the end of March, 1915. The exportations from the various ports and subports during the three months were: Pisagua, 139,941 quintals; Junin, 206,000; Caleta Buena, 582,848; Iquique, 1,285,293; total for Province of Tarapaca, 2,214,082; Tocopilla, 846,286; Mejillones, 1,444,587; Antofagasta, 1,705,381; Caleta Colosa, 455,237; Taltal, 350,130; total for Province of Antofagasta, 4,801,621; total exportations, 7,015,703 quintals.

Production and exportation for the first nine months of the fiscal year July 1, 1914, to March 31, 1915, were:

Items.	1914	1915	Decrease.
Production	45,119,366	27,134,962	17,984,404
Exportation	46,894,860	21,041,255	25,853,605

Exportations in Detail Compared.

The exportations in detail for the three months and the nine months of the fiscal years 1914 and 1915, as regards destination of shipments, were:

Destinations.	January to March, 1915.	July 1 to Mar. 31—	
		1914-1915	1913-1914
Great Britain or Continent for orders	1,151,093	5,265,951	18,254,810
United Kingdom, direct	1,069,372	1,662,980	1,237,314
Germany		742,778	10,626,647
France	212,502	616,179	1,773,662
Belgium		272,385	2,192,867
Denmark	253,999	700,065	
Netherlands	264,237	588,601	1,830,203
Italy	331,263	727,581	124,691
Sweden		561,396	
Spain	225,446	225,446	147,630

Destinations.	January to March, 1915.	July 1 to Mar. 31—	
		1914-1915	1913-1914
Mediterranean	197,140	369,190	342,451
Egypt		502,950	287,367
United States, eastern coast	2,703,028	7,048,848	7,544,453
United States, western coast	231,570	696,870	938,325
British Columbia		13,200	66,000
Japan	130,900	250,250	701,800
Australia		26,400	66,735
China (Hongkong)	1,100	1,100	11,000
Hawaiian Islands	108,521	320,109	241,560
Natal			302,869
Cape Colony	126,994	378,118	124,024
Mexico		1,100	27,300
Argentina	1,100	2,420	783
Panama		22	
Peru	11,185	27,612	20,943
Ecuador	1,177	1,494	215
Bolivia		10	2,046
Chile	7,346	31,200	49,105
Total	7,038,003	21,041,255	46,894,880

The estimated stocks of Chilean nitrate in the United States for several years past, on March 31, as well as stocks of finished nitrate on the Chilean coast for the same dates, were:

Locations of supplies.	1912	1913	1914	1915
United States, Eastern Coast:	258,819	465,740	256,630	391,050
Ashore	2,588,913	2,742,259	3,177,123	2,015,872
Afloat				
Western Coast: Afloat	2,847,831	3,207,999	3,433,753	2,406,922
Afloat	191,620	102,300	42,255	130,907
Total	3,039,451	3,310,290	3,476,008	2,537,829
Chilean Coast	9,935,000	10,791,000	11,233,000	22,211,000

The maximum monthly production of nitrate of soda was in May, 1914, when 134 oficinas were in operation and produced 5,860,780 quintals. The smallest production was in February, 1915, when 40 plants produced but 1,753,357 quintals. In March, 1915, only 36 plants were in operation, but the production was 1,896,854 quintals. As the demand for nitrate is slowly increasing, a few more oficinas have started operation. An increased percentage of nitrate being shipped at present is of the refined 96 per cent quality, indicating that a larger proportion is being used for the manufacture of explosives.

Termination of Loan Period Postponed.

The termination of the period during which loans are made to nitrate companies by the Government, provided for by the law of August 12, 1914, has been postponed from July 30, 1915, to December 31, 1915. The action of the Chilean Government in granting these loans has been of great benefit to the nitrate-producing industry, as by this means several plants were enabled to keep working which otherwise would have been obliged to stop operations, with disastrous effects for the nitrate region.

The price of 95 per cent nitrate free alongside steamer was, on April 1, 1915, about \$1.59 per quintal of 101.4 pounds. At the end of June it had risen to \$1.73 per quintal, for prompt delivery. For later deliveries the price tends higher. At the end of June the quo-

tation for 96 per cent nitrate was \$1.78 per quintal. The unusually small premium for refined nitrate is causing oficinas to turn out more of the 95 per cent or ordinary nitrate.

Current freight rates are about \$13.74 per ton to Mediterranean and \$13.38 for United Kingdom by sail vessel. By steamer for the United Kingdom or the Continent to load August/September the quotation is \$17.03, with option for Mediterranean at \$20.67. For the Atlantic coast, Savannah/Boston engagements have been made for August, loading at \$11.19.

Hopeful Feeling Among Nitrate Producers.

There is a more hopeful feeling regarding the near future among nitrate producers, as the market is a little better, shipments and prices both showing improvement in spite of higher freights. Were more cargo space available, it is believed that shipments would be much increased. A recent feature in the freight situation is the arrival of several American steamers (principally of the American-Hawaiian Line) in ballast from American ports to take cargoes of nitrate to the United States.

There is also much concern regarding the future of the nitrate industry on account of the increased manufacture of artificial substances containing nitrogen, both cyanamid and sulphate of ammonia. Germany has been one of the leading importers of Chilean nitrate, and it is feared that if the proposed monopoly of the entire nitrate industry in that country, with the corresponding Government encouragement and aid to the producers of the artificial nitrogenous substitutes for nitrate, be carried into effect the German market will be permanently lost to Chile.

To meet the competition of these new products many suggestions are being made looking toward the consolidation of producing and selling operations for Chilean nitrate under more or less Government supervision or control, but these suggestions are so far only tentative.

CONSTRUCTION OF CHINESE GUNBOATS.

[Consul General Edwin S. Cunningham, Hankow, June 21.]

Last year the Chinese Government intrusted the building of some nine gunboats with the Yangtze Engineering Works (Ltd.), Hankow. The construction of three boats has been completed, and they have been launched. The remaining are under construction. The boats are stated to be about 100 English feet in length, and are intended for river use, and, while smaller, are very like some of the river boats employed by foreign Governments.

The Yangtze Engineering Works (Ltd.) is located at Seven Mile Creek, Hankow, and is said to be well equipped, and is a Chinese company. Several engineering contracts have been undertaken by the firm and successfully completed.

The Government of the Province of Santa Fe, Argentina, has approved the statutes of the Sociedad Anonima La Victoria, capital approximately \$850,000 U. S. gold, subscribed in Rosario. The company will manufacture grain bags.

MAGDEBURG'S EXPORTS TO THE UNITED STATES.

[Consul Alfred W. Donegan, Magdeburg, Germany, June 30.]

A large decrease appears in the value of declared exports from Magdeburg to the United States during the quarter ended June 30, 1915, as compared with the figures for the corresponding quarters since 1911. These respective amounts are: 1911, \$2,172,520; 1912, \$2,974,079; 1913, \$3,090,251; 1914, \$3,216,236; 1915, \$195,794.

The total for the 1915 quarter, \$195,794, is less by more than \$3,000,000 than the total for the same quarter last year, and less by over \$2,000,000 than the average for the June quarters since 1911.

A remarkable fact is that, of the total value of \$195,794, the exports in leather gloves contributed \$151,715, or about 77 per cent. No shipments were made to the Philippines, Porto Rico, or Hawaii during the quarter.

Export Figures for Six Months Periods.

The total export figures during the first six months of the years 1911-1915 are here given: January 1 to June 30, 1911, \$6,150,808; 1912, \$5,252,491; 1913, \$6,520,928; 1914, \$7,374,439; 1915, \$1,960,241.

This shows a drop of more than \$5,000,000 from the figures of last year (the banner year) and a difference between figures of this year and 1912 (the lowest year until now of the last five years) of over \$3,000,000 in favor of 1912.

Leather glove exports showed an increase of \$56,138 over last year, having a total of \$151,716. Glove leather, \$26,619, fell off \$146,256, and carbonate of potash, with only \$5,272, represents a slump of \$63,440. These three articles were the most prominent in export during the past quarter.

The list of articles exported to the United States, with their values, for the quarter ended June 30, 1915, according to the invoices certified at the American consulate, is here given:

Articles.	Value.	Articles.	Value.
Birds, live.....	\$6, 730	Machinery.....	\$359
Color.....	159	Potash, carbonate.....	5, 272
Earthenware.....	875	Steel.....	675
Gloves, cotton.....	244	Miscellaneous.....	3, 144
Gloves, leather.....	151, 716		
Leather, glove.....	26, 620	Total export	195, 794

Quantities of the principal exports certified at the American consulate for shipment to the United States during the quarter were: Color, 11,574 pounds; leather gloves, 28,722 dozen; cotton gloves, 400 dozen; machinery, 101,279 pounds; carbonate of potash, 108,466 pounds.

Rural Scenes in Bagdad District.

Three interesting photographs, depicting the primitive agricultural methods still in use in the Bagdad district, have been forwarded by Consul Charles F. Brissel, of that Turkish city. These will be loaned to interested persons by the Washington office of the Bureau of Foreign and Domestic Commerce.

THE WIDER USE OF THE PARCEL POST.

[Consul Francis J. Dyer, Swansea, Wales; at present on duty at Department of State, Washington, D. C.]

The most cursory examination of the statistics of merchandising business with foreign countries by means of the parcel post indicates that this valuable aid to international trade is being much neglected by the people of the United States. To mention only one concrete instance, Chile imported through the parcel post in 1912 goods valued at \$1,982,431, and deliveries were made far more quickly than through ordinary freight channels. The United States participated in this trade to the extent of only \$49,404. Imports by parcel post into Chile from the United States amounted to \$99,344 in 1909, \$38,975 in 1910, and \$48,067 in 1911.

The United States has no international c. o. d. parcel-post arrangement, whereas other countries give the buyer the privilege of examining goods before making final payment. Usually, however, there is a condition that 25 per cent of the purchase price be forwarded with the order to cover postage and packing charges, and under this requirement the percentage of orders refused on examination has greatly decreased. Complaints have also been made that American shippers do not prepare packages properly for shipment, and that unreasonable delays occur in filling orders.

Trading With the Warring Nations.

It has been found during the past year that the mails can be relied on for making small shipments to various countries whose commerce has been interfered with by the war. In fact, the opportunity exists to do a mail-order business of large extent with practically the whole world in every variety of commodity not too perishable, too bulky, or of too small value in proportion to its weight and bulk to permit of its transportation at mail rates.

A better knowledge of the rates, regulations, and customs requirements applying to mail shipments would do much to stimulate parcel-post traffic. Millions of Americans having family connections in other countries would be likely to send them gifts if reminded of the fact that it is exceedingly easy to send articles by mail. Many Americans domiciled or traveling abroad would be glad to leave orders here to forward various articles to them at stated times and places, or they would be likely to write for things they have grown to consider necessary should the need for them arise.

Mail-Order Cooperation.

It would seem desirable and wholly feasible to make up a foreign mail-order catalogue representing a group of merchants in any large commercial center. By cooperating the cost of the enterprise could be reduced and the expense equitably divided among the members of the organization, while the issuance of a multiplicity of catalogues would be avoided.

For instance, let A handling women's wear, B handling watches and jewelry, C toilet articles, D cutlery, E men's wear and haberdashery, and F handling stationery agree to form the foreign mail-

order corporation of Washington or New York or Chicago or any place. Let each member supply copy and cuts for as many pages of the catalogue as he wishes to fill, with prices (including postage and packing) in the currency of the country to which sent; then let him send out the catalogue (being careful to put on enough postage in every instance) to such addresses, including American consulates and agencies, in English-speaking countries as he can secure. The matter in the catalogue should then be translated into Spanish and distributed in Spanish-speaking countries, and successively it should be printed in other languages for distribution in other countries.

Dividing the Expenses.

As most chambers of commerce now have export departments, it would be possible, no doubt, to have such export departments receive orders and distribute them to the merchants directly interested; or the mail-order corporation could employ a clerk and have its own headquarters. The expenses, at first, would be light, and the organization could expand very readily as the business increased.

Meanwhile, and until the business world takes the matter up systematically, it would help very much if the public could be informed regarding the postal rates for parcels, the conditions regarding the method of packing, and the size limits of packages, and the customs regulations of each country.

[Consul Wilbur T. Gracey, Seville, Spain, July 8.]

New Parcel-Post Arrangements in Spain.

The completion of arrangements for the exchange of parcels between Spain and Great Britain now makes it possible for American exporters to mail small packages to Spain if sent through some forwarding agent in Great Britain.

The service with Great Britain from this country was put in operation on July 1. Packages are admitted in all of the offices of the Balearic and Canary Islands and all authorized railway stations. Between Spain and England parcels will be sent through France; from the Balearic Islands they will be sent through Barcelona; and from the Canary Islands sent direct via Liverpool.

Size and Weight—Losses—Postal Charges.

The maximum weight in Spain is 5 kilos (11 pounds), and the limits of size are 60 centimeters (23.62 inches) in length, or a cubic capacity of 54 decimeters (32.94 cubic inches). Packages containing umbrellas, walking sticks, maps, etc., may be admitted up to a maximum length of 1 meter (3.28 feet), if the cubic capacity does not exceed the limits before mentioned.

In cases of loss, damage, or theft (except in cases of force majeure) the sender or receiver has a right to indemnification to the amount of the actual loss up to the value of 25 francs (\$4.83). Claims for damages must be made within one year.

The charges for packages are: From Spain to England, 2.50 pesetas (\$0.46 at present exchange) for each package; from the Balearic Islands, 2.75 pesetas (\$0.50); and the same rate from the Canary Islands.

Must Go by Way of Great Britain.

In sending parcels from the United States to Spain it will be necessary to transmit them to some forwarding agent in England by regular parcel post and have them readdressed there to Seville; but by making some such arrangement goods may be forwarded to this country at a much lower rate than is now possible. The only present means is by regular freight under bill of lading, there being no express facilities with this city, and parcels sent here direct from the United States have to pay full letter postage.

An arrangement for the exchange of parcels between Spain and Argentina has also recently been made.

[Consul George K. Stiles, Teneriffe, Canary Islands, June 25.]

Canary Islands' New Service.

Beginning July 1 the Spanish and English postal authorities will put into operation the new parcel-post regulations between these two countries. The new method of transferring merchandise was brought about by an insistent agitation on the part of the trade bodies in both countries. Heretofore the facilities for transmitting small packages for quick delivery have been unsatisfactory.

[Report of British Chamber of Commerce, of Alexandria, Egypt.]

Egypt Has an Important Parcel-Post Trade.

A large amount of trade is already done through the parcel post, Egypt's imports through the mails amounting to \$4,781,284 (U. S. gold) in 1913 and \$4,695,202 in 1912. The principal lines thus traded in are hats, clothing, stationery, fancy leather goods, photographic supplies, and small articles of hardware. In 1913, 13,985 c. o. d. parcels, valued at \$107,248, were exchanged with the United Kingdom; 27,880 such parcels, valued at \$247,921, with France; and 28,844 parcels, valued at \$138,917, with Germany. Only 1 per cent of the c. o. d. parcels were returned to the senders.

[Prepared in the Bureau of Foreign and Domestic Commerce.]

Healthy Growth of United States Service.

Official publications of the United States Post Office Department show that there are now in operation parcel-post conventions with 49 countries and colonies, the general characteristics of which are: Postage rate—uniform at 12 cents a pound; limit of weight—uniform at 11 pounds; limit of size—uniform at 3 feet 6 inches greatest length, and 6 feet greatest length and girth combined, except for Mexico and Colombia, where 2 feet greatest length and 4 feet greatest girth are the limits.

The number of parcel-post packages received from foreign countries in the fiscal year 1914 was nearly three times the number dispatched thence, and the traffic each way was some 22 per cent more than in the preceding fiscal twelvemonth. Great Britain led among the countries to which packages were sent from the United States and was also first as to number among the foreign nations from which postal parcels were received, but was outranked in the aggregate weight of parcels by Germany. Official details of this traffic follow:

Country.	Dispatched.				Received.			
	Number.	Per cent increase.	Weight, in pounds.	Per cent increase.	Number.	Per cent increase.	Weight, in pounds.	Per cent increase.
Australia	22,901	18.21	80,830	19.95	4,183	17.30	13,167	33.77
Austria	22,194	46.68	69,892	60.61	4,746	54.39	28,054	66.79
Bahamas	5,537	1.32	13,730	3.42	656	35.26	1,639	57.44
Barbados	6,322	24.76	18,801	28.17	1,324	6.60	2,618	19.27
Belgium	8,293	27.46	21,207	36.62	4,195	39.14	23,195	46.37
Bermuda	9,207	32.76	21,391	47.11	3,068	20.55	6,787	3.86
Bolivia	10,961	17.13	89,431	21.42	175	21.87	542	30.24
Brazil	6,134	24.97	28,322	21.31	220	78.64	833	78.00
British Guiana	2,775	14.39	7,287	17.19	399	44.42	908	0.44
Chile	17,299	24.17	98,855	29.82	1,486	23.32	4,509	24.73
China	10,387	10.40	35,423	15.27	2,749	19.67	8,705	17.61
Colombia	30,710	10.31	191,464	6.64	631	68.64	2,427	53.87
Costa Rica	16,183	3.26	90,495	4.75	656	62.96	2,108	13.29
Curaçao	1,875	66.67	6,093	78.63	119	56.25	316	58.00
Danish West Indies	4,667	14.19	12,697	19.09	355	3.20	748	23.36
Denmark	14,339	29.57	29,782	35.94	10,210	22.47	33,526	52.34
Dominican Republic	7,429	175.66	33,084	211.59	125	65.96	409	207.52
Dutch Guiana	1,481	41.89	1,590	31.08	67	30.93	247	12.41
Ecuador	14,196	37.97	85,478	43.87	377	2.72	1,276	20.05
France	24,305	46.51	69,423	68.95	14,061	44.08	101,065	35.25
French West Indies	401	472.86	1,061	776.86	71	914.29	303	657.50
Germany	103,266	31.47	308,243	42.09	181,664	25.88	1,217,424	21.18
Great Britain	327,873	38.36	681,383	45.84	225,540	34.24	1,137,240	40.71
Greece	729	1.64	1,644	28	28		89	
Guatemala	12,719	32.62	80,706	32.54	697	119.87	2,157	72.01
Honduras, British	5,135	20.43	13,783	30.21	402	37.20	965	65.81
Honduras Republic	14,441	43.52	90,854	59.86	232	4.53	830	6.32
Haiti	2,550	13.69	9,523	5.81	73	18.89	179	61.67
Hongkong	5,318	64.44	19,024	60.18	1,876	12.40	5,155	11.08
Hungary	15,008	31.14	45,805	24.83	4,965	33.00	30,150	37.43
Italy	78,620	39.71	201,189	48.26	16,194	20.40	131,422	36.77
Jamaica	21,411	17.10	53,775	32.59	3,761	16.19	7,900	17.73
Japan	40,430	40.66	121,718	5.32	43,792	2.86	163,575	7.37
Keweenaw Islands	3,962	26.98	13,162	32.52	475	22.74	1,083	0.57
Mexico	30,860	60.05	164,232	59.19	7,598	51.97	25,607	43.87
Netherlands	7,607	45.39	20,452	48.92	3,782	60.76	18,720	53.37
Newfoundland	10,620	28.17	24,277	69.57	2,234	6.58	4,962	23.46
New Zealand	12,803	22.22	46,597	24.15	1,788	27.26	5,775	27.85
Nicaragua	9,587	36.75	54,141	48.65	137	23.42	510	52.09
Norway	24,070	20.65	48,259	27.29	15,693	7.17	38,996	20.91
Panama	11,177	89.67	45,237	77.91	748	78.52	2,816	125.46
Peru	13,134	27.32	79,021	24.55	692	23.57	2,190	39.58
Salvador	6,724	15.24	42,454	11.63	132	17.86	627	19.66
Sweden	41,993	38.82	82,078	50.36	11,466	21.85	47,296	21.74
Trinidad	5,312	32.67	15,192	35.90	1,059	15.49	2,562	24.37
Uruguay	2,476	7.19	10,750	0.84	174	42.62	576	64.57
Venezuela	11,943	20.12	68,434	26.76	213	3.64	1,093	13.85
Windward Islands	1,691	28.89	4,485	33.44	309	30.38	596	8.17
Total	1,058,552	21.74	3,362,780	18.76	575,687	22.81	3,081,867	28.45

^a Decrease.

^b Convention effective May 9, 1914.

^c Convention effective Jan. 1, 1913.

^d Convention effective Apr. 1, 1913.

The average weight of the parcels sent was 3.18 pounds; of those received, 5.35 pounds.

Postal Statistics of Other Countries.

The parcel post plays no small part in the foreign commerce of many countries, though official statistics do not in all cases separately state the value of this trade. In 1912 the United Kingdom exported through the parcel post articles valued at \$40,960,703, in 1913 at \$44,548,569, and in 1914 at \$34,575,372; and imported merchandise worth \$9,270,342, \$10,307,762, and \$9,359,637 in the three years named, respectively. Notwithstanding a decline in exports through commercial channels in the half year just ended, Great Britain made a larger use of the parcel post than in January to June of either of the two preceding years, exporting in this manner packages having an aggregate value of \$28,003,233, against \$20,897,247 in the corresponding six months of 1914 and \$19,181,329 in the first half of 1913.

However, imports through the mails did not equal in value those of the like period of the last two years (being \$5,491,855, against \$6,512,988 in 1914 and \$5,404,585 in 1913), but the loss was more than offset by the gain in exports just noted.

Articles imported through the mails into the Union of South Africa amounted to \$3,572,892 in 1914 and \$3,558,224 in 1913, including the value of parcels destined for Rhodesia amounting to \$87,612 in 1914 and \$113,662 in 1913. Exports from the Union via parcel post were valued at \$231,451 in 1914 and \$299,085 in 1913.

British India's commerce via parcel post consisted of: In the fiscal year 1912-13—imports from other parts of the British Empire, \$4,290,394; from foreign countries, \$1,813,365; total, \$6,103,759. Exports to other parts of the British Empire, \$2,594,205; to foreign countries, \$478,513; total, \$3,072,718. In the fiscal year 1913-14—imports from other parts of the British Empire, \$4,818,740; from foreign countries, \$3,091,683; total, \$7,910,423. Exports to other parts of the British Empire, \$3,224,042; to foreign countries, \$694,328; total, \$3,918,370.

Canada, France, Costa Rica, and China.

Canada imported in 1910 postal packages having a value of \$972,858; in 1911, \$1,115,263; in 1912, \$1,232,151; in 1913, \$1,432,357; and in 1914, \$1,697,776; but no exports via parcel post are shown by the Dominion's published trade statistics.

Many of the distinctively French wares lend themselves peculiarly well to transmission through the mails, and perhaps for this reason France makes a relatively larger use of the parcel post than do most countries. In 1913 France sent to other countries by post articles to the value of \$109,273,000 (out of total exports valued at \$1,327,882,000) and in 1914 to the value of \$66,958,000 (out of total exports valued at \$931,131,000). Imports through the mails in 1913 exceeded \$7,710,000 in value. (Import figures for 1914 are not available at present.)

The use of the parcel post for the importation of lightweight merchandise is general among the dealers of Costa Rica. The value of the merchandise thus imported in 1910 was \$386,515; in 1911, \$622,164; in 1912, \$558,044; in 1913, \$615,002; and in 1914, \$455,794. (The total imports of Costa Rica in 1914 were valued at \$7,551,679.)

In 1912 China imported from foreign countries by way of the parcel post "foreign sundries not otherwise classified" to the value of \$1,747,590 United States gold; in 1913 these imports amounted to \$1,759,775. Exports of "Chinese sundries not otherwise classified" through the mails were valued in 1912 at \$197,980, and in 1913 at \$219,875.

The Parcel Post and Foreign Trade.

No comparisons between the figures above presented and the value of the foreign parcel-post traffic of the United States can be made, since no official record of values is kept. That the parcel post is a much-used medium for the international transmission of packages the figures already given plainly show, but that a wider use could be made of the mail facilities at the disposal of the American manufacturer or catalogue house is equally clear. However, officials of the Post Office Department suggest that before exporters plunge into a parcel-post campaign a conference with the postmaster of their home

city would be both wise and profitable; and that, should such a plan for trade extension be adopted, all catalogues and printed matter used in connection therewith should explicitly state the weight of the articles listed.

With certain exceptions, any article admissible to the domestic mails of the United States may be sent in unsealed packages to those countries with which parcel-post conventions have been signed. Among the exceptions might be noted playing cards, coin, gold, silver, jewelry, and precious articles, which are not admissible to parcel-post mails for France. Gilded and silvered over articles may be imported into France only on condition that they be marked with a special puncheon. Celluloid by parcel post to Austria and Germany is subject to the following regulations: Crude celluloid is permitted if the package consists of a box of solid wood, well mortised. Articles of celluloid must be packed in covers of strong pasteboard. All packages, as well as the declarations thereof, must be provided with a white label bearing in conspicuous black letters the word "celluloid."

Liquids and oils, pastes, salves, or other articles easily liquefiable are admissible to the parcel-post mails for Austria, Brazil, Germany, and Great Britain, provided they are packed in accordance with the regulations prescribed for the admission of such substances to the United States domestic parcel-post mails.

Care in Packing—No Consular Documents.

Great discrimination should be used in packing articles for mailing to foreign countries, care being taken to see that the packing is such as will conform with the postal regulations (which require that every parcel must be securely and substantially packed, but in such a way that it can be opened without damaging its cover, in order that the contents may be easily examined by postmasters and customs officials) and yet not add unduly to the weight of the package. This latter feature has the double significance that the weight of a package affects not only the postage charges but, in certain countries, also the amount of customs duty assessed thereon. It is essential that the postage on all parcels for foreign countries be fully prepaid.

Consular documents are not required for merchandise sent to foreign countries via parcel post. A "customs declaration," however, must be securely attached to every parcel, and this declaration must accurately describe the contents of the package. Customs duties will be collected of the addressee when the parcel is delivered.

Helps for the Would-be Exporter.

[Much information of value in connection with any plan for selling merchandise by mail is contained in a pamphlet, "Factors in Foreign Trade," issued by the Bureau of Foreign and Domestic Commerce as Miscellaneous Series No. 7, copies of which may be obtained from the Superintendent of Documents, Washington, D. C., at a cost of 5 cents each. In connection therewith should be noted the addenda and corrections published in *COMMERCE REPORTS* for May 14, 1915. The United States Post Office Department has for gratuitous distribution a small booklet, "Postal Information" (seventh edition, July, 1914), which contains, in condensed form, the main regulations relating to the international parcel post.

Suggestions as to the possibilities of the parcel post for trade extension have appeared in *Daily Consular and Trade Reports* and *COMMERCE REPORTS* from time to time. The most recent of these is Consul General Heintzleman's article on "Mail Orders for Manchuria" in the issue for July 19, 1915.]

CONSTRUCTION WORK ABROAD.**AUSTRALIA.**

[Sydney Herald, July 1.]

New Railway Lines Will Open Up Crown Land.

The Premier has received from the Director General of Public Works a memorandum respecting the areas of Crown land which the Government will be in a position to throw open upon the construction of the Mirrool-Hillston and Barmedman-Hillston lines of railway.

The Director General states: "The two railway proposals are closely related regarding the country to be served. For the expenditure of \$2,570,000 in the construction of 155 miles of railway (both proposals being $72\frac{1}{2}$ miles in length) there would be available for closer settlement an area of 2,275,000 acres of Crown land. If, by the construction of these two lines, the Crown land is increased in value by \$1.20 per acre, the amount would aggregate \$2,750,000, a sum sufficient to pay for the cost of construction."

[Consul General J. I. Brittain, Sydney, June 9.]

Warragamba Water Supply and Irrigation Scheme.

In response to an inquiry to this consulate general for particulars of the Warragamba irrigation scheme in the State of New South Wales, the following facts have been supplied by the Department of Public Works, Sydney:

The Warragamba scheme for the supply of water for the city of Sydney and for irrigation and manufacturing purposes in the county of Cumberland consists of the construction of an impounding dam upon the Warragamba River about 12 miles from Penrith, in the county of Cumberland, New South Wales, Penrith being distant from Sydney 34 miles, and the construction from the reservoir of channels for the distribution of the impounded water.

The reservoir will be formed by the construction of a concrete dam approximately 796 feet long on the crest and 275 or 300 feet (height not yet determined) from the foundations. The volume of water impounded will be approximately 25,000,000,000 cubic feet. The canals will be excavated and lined with concrete.

So far as the material employed in the construction of these works is concerned, and stone and sand required for concrete is obtainable in the vicinity of the works, the cement will be manufactured in the State. The quantity of iron required in outlet works, valves, syphons, etc., is very small, and this also, together with any iron or steel reinforcement rods or bars used in the concrete of the channels, will probably be rolled and manufactured in New South Wales.

From the above brief description of the works it will be seen that they are of such a nature as to make the importation of any quantity of material required in their construction extremely unlikely. By much the most important item in respect of quantity and cost is the cement employed in the manufacture of the concrete of the dam, for which approximately 500,000 casks of 4 cubic feet each will be required, but there seems no reason to anticipate that it will be necessary to import this cement; requirements with regard to similar work, for instance, the Barren Jack Reservoir, having been satisfactorily met in the State.

[Sydney Daily Herald, June 12.]

Canal Proposed to Connect Newcastle and Port Stephens.

The assistant treasurer of the Government is in the Newcastle district investigating an important scheme in connection with the port of Newcastle and Port Stephens. Under a new harbor trust a coastal canal would be dredged, through which vessels could enter or leave Newcastle in all kinds of weather. Port Stephens is the haven for

coastal craft in rough weather, and is to be made a naval base. Motor boats at present ply on Tilligery Creek, which forms part of the route of the proposed canal. [The Herald's map of the proposed canal route will be loaned on application to the Bureau of Foreign and Domestic Commerce, Washington, D. C.]

CANADA.

[Consul General R. E. Mansfield, Vancouver, B. C., July 13.]

Motor Road on Mount Revelstoke.

The Canadian Government is constructing a motor road to the summit of Mount Revelstoke, which will be completed this year and opened for traffic next season. Mount Revelstoke is 6,000 feet high, and when completed this route will be a popular trip for motorists. Golf links and a ski course have been laid out on the mountain. There is a ski club at Revelstoke, which will be the center for winter sports for this Province.

[Consul M. B. Kirk, Orillia, July 17.]

Town Hall Will Be Rebuilt.

The town hall was destroyed by fire on July 17. It is understood that rebuilding will start as soon as possible. Besides the municipal offices, it contained the market and the theater.

[Consuls Julius D. Dreher, Toronto, and Harry A. Conant, Windsor, July 23.]

Opening an Interurban Railway in Ontario.

The formal opening of the London & Port Stanley Railway took place at London, Ontario, on July 22, in the presence of a score of members of Parliament, a dozen mayors of cities, including Toronto, Hamilton, Stratford, St. Thomas, and Windsor, and some 800 representatives of the various municipalities that are now using hydroelectric power. This road, which extends from London to Port Stanley on Lake Erie, a distance of 25 miles, is the first radial (or interurban) railway built under the supervision and control of the Ontario Hydroelectric Commission. Although now formally opened for business, the new road has for three weeks been carrying freight and passengers, the latter to the number of about 40,000 in that time.

As to the ability of the municipalities to handle radial railway lines, successfully, Sir Adam Beck, chairman of the Hydroelectric Commission, made a statement to show that the financial position of the hydroelectric system was so good that the commission has already this year a surplus of \$50,000 to the credit of the 70 municipalities using hydroelectric power, and that, too, after paying not only all the original expenses but sinking-fund payments as well, although it was not intended that the municipalities should be called upon for sinking-fund payments for a number of years.

As estimates have been prepared on the cost of constructing nearly 1,500 miles of roadbed for electric railways, and as several municipalities have voted in favor of building rural car lines, it is expected that there will be a rapid extension of the use of hydroelectric power when financial conditions become favorable to investments in new undertakings. As car lines are built it will be possible to extend the use of such power for agricultural and domestic as well as for manufacturing purposes.

Large Extension of Hydroelectric Power.

In the review of the Province of Ontario in supplement to **COMMERCE REPORTS** for May 12, 1915, it was stated that the Ontario Hydroelectric Power Commission had nearly exhausted the 100,000 horsepower obtained from the Ontario Power Co. at Niagara Falls at a cost of \$9 a horsepower, and that it would soon be necessary for the commission to contract for additional power or build its own generating plants at Niagara Falls and the spillways of the new Welland Ship Canal. It is now authoritatively announced that this commission is about to submit to the Ontario government plans for the development of the remaining 6,600 second-feet of water available at the Falls under the treaty and the additional power obtainable from the spillways of the Welland Canal to the total extent of 250,000 horsepower, of which 100,000 horsepower is to be developed as early as practicable. The entire development proposed would cost some \$10,000,000 and require three years for its completion. The work will be financed by the Province for the benefit of the municipalities, which will be responsible for the outlay incurred in providing additional hydroelectric power.

CHINA.

[Consul General George E. Anderson, Hongkong, June 10.]

American Prospects for Supplying Railway Equipment.

Considerable light upon the general railway situation in China, reviewed from a construction standpoint, is contained in a letter from an engineer employed in the survey of the American section of the Hankow-Canton system written several weeks ago. This letter says:

It is now quite certain that our section (the American section) will surely stop work in the near future, perhaps in a month at most. The British section (Kwangtung border to Hankow) and the German section (Hankow to Ichang) will both do some construction. The British will build from Hankow to Changsha (capital of Hunan Province), while the Germans will only build a feeder line (of about 75 miles) to the Peking-Hankow Railway. This is the final agreement between the Chinese Government and the bankers. The Hankow-Canton line must be built. Germans agree to give up their section if they could use the money now in the Hankow German bank to build this feeder line to the Peking-Hankow Railway, while the American section will be abandoned (of course due to lack of funds). Now all the loan will be concentrated on the British section and the Germans will get a small part of it to build a small line. So you see we shall have to quit here very soon. Just before the war we thought we were the luckiest ones among the engineers, for if this line is ever built it would mean a chance of a lifetime.

Business in some lines of railway material will have to be done on a considerable scale in the near future to maintain lines now in operation. The indications are that American manufacturers will have an especially favorable opportunity to secure much if not most of this business. Little may be expected in the way of new work.

[London and China Telegraph, July 12.]

Progress of the Peking City Electric Line.

The scheme for the construction of the Peking tramways for which numerous contracts have been signed and over which there has been much discussion is still engaging the attention of the authorities. It is stated that the Minister of the Interior has now taken the

matter up, and that it is intended to secure the capital by subscriptions from the wealthy Chinese merchants, and in the event of insufficient money being raised in this manner that the Government will provide part of the funds and make the company a semi-Government concern.

Proposed Construction of Colliery.

A Chinese hardware merchant of Tientsin, Mr. Lo-yushen by name, has formed a company under the style of the Tungyu Enterprise Co., with a capital of 3,000,000 yen (\$1,500,000). The new company has for its object the exploiting of a colliery at Tayaokou near Chinchow. It is understood that when up-to-date machinery is installed this colliery will become capable of yielding 2,000 tons a day, and that the Peking-Mukden Line of the Chinese Government Railways has already contracted for the purchase of 500 tons a day.

GREECE.

[Consul General Alexander W. Weddell, Athens, July 8.]

American Telephone Construction.

Announcement has just been made that the Government Commission charged with the study of the question has recommended the award to the Western Electric Co., of Chicago, of the contract for furnishing and installing a central station and switchboard at Saloniki, and furnishing a central station at Athens, with all equipment, including several thousand telephone instruments. Positive decision will be taken in a few weeks.

The prices to be paid by the Greek Government is understood to be in the neighborhood of \$200,000, and payments will be extended over a period of several years. [Details relating to this project were given through COMMERCE REPORTS early in 1915.]

Other Construction Work.

In the quarter ending June 30, 1915, no projects for new construction work of interest to American manufacturers and exporters were undertaken. At present the principal schemes of construction before the Government are:

(1) Completion of the Junction Railway, which is to connect lower Greece with Saloniki and with the rest of Europe. In this construction much American material is being used, and the 18 locomotives which have been contracted for in the United States are expected within the next few weeks.

(2) The question of the construction of a waterworks system and a system of sewers for the cities of Athens and Piraeus. For this work three American engineering firms have submitted offers either positive or tentative; it will probably be several months before contracts are awarded.

SIAM.

[Vice Consul Carl C. Hansen, Bangkok, June 3.]

Shipbuilding in Bangkok.

The Bangkok Dock Co. has recently received an order for building a twin screw motor yacht 75 feet long and a 55-foot motor launch for the King of Siam. Both of these vessels will be fitted with Aster

marine motors and will be very highly finished and furnished, and it appears that most of the construction material required will have to be imported from abroad.

WALES.

[Vice Consul William L. Jenkins, Swansea, July 9.]

New Isolation Hospital for Swansea.

At the July 6 meeting of the Swansea Health Committee, Mr. D. Williams chairman, word was received from the town clerk that the purchase of the site for a new isolation hospital had been completed, and he recommended that plans be prepared for building the small-pox portion of the hospital. It was decided that the borough architect should draw up preliminary plans. About \$195,000 is involved.

AMERICAN COAL FOR THE NETHERLANDS.

[Consul Frank W. Mahin, Amsterdam, July 12.]

A report from this consulate in COMMERCE REPORTS for June 18, 1915, stated that the Nederland Steamship Co. intended sending some of its own vessels to the United States to import coal for their steamers. The first instalment of this coal has arrived, being brought from Norfolk, Va., by the steamer *Banda*.

I am informed that 100 tons of bituminous coal have been ordered from the United States through the Kolen Bureau, an organization under Government auspices, to conserve and augment the supply of coal for use in this country. Most of the 100 tons is gas coal, which is particularly scarce in Holland.

It is expected that the cost of the coal when delivered in this country will be about \$12 a ton, three-fourths of this cost being for freight. This price is about 75 per cent more than that of similar English or German coal in this market; but as sufficient coal for current demands can not be had from England and Germany, it is necessary to place orders where the coal can be obtained, no matter what the cost may be.

The order of 100 tons from the United States is, of course, relatively small. The quantity eventually ordered for this country will depend upon the extent of the supply obtainable from England and Germany, upon the cost of the American coal delivered here, and upon the suitability of the American coal for this country's requirements.

FAIR APPLE CROP IN PACIFIC NORTHWEST.

[Commercial Agent W. B. Henderson, Seattle, Wash., July 23.]

While inspectors of the Growers' League have not estimated more than half the apple crop in the Pacific Northwest the work has been so well developed and distributed that a fairly accurate statement can be made. The conditions show that the crop will run 78 to 80 per cent of last year's abnormally large yield. Taking 80 per cent of the tonnage of 1914 in the State of Washington, the total number of cars would be 5,108. In comparison with 1913 crop, the odd year, with which comparison should be made, it will run 1,000 cars larger.

As a whole winesaps are bearing more evenly than any other variety. Jonathans will average up well on account of heavy bearings throughout the apple section.

ADVANCE IN AMERICAN TIMBER.

[Sydney (Australia) Herald, July 2.]

Yesterday the timber merchants advanced the prices of American timbers. This is the first movement in imported timbers since the commencement of the war. Oregon has been put up nearly 50 cents per hundred superficial feet and redwood approximately 25 cents per hundred superficial feet. These prices do not represent anything like the increased cost of importation, and on over-sea prices merchants would have been justified in advancing local rates months ago. They felt, however, that it was far better to keep the building trade going even at a very small profit than to charge what might seem to be a fair rate and lose a lot of business because of people refraining from building. It is felt, however, that the time has now arrived when an advance can be no longer delayed.

Practically it is the freight charges which have made the increase necessary. The f. o. b. charges in America have remained unaltered at \$10 per 1,000 superficial feet. Freights, however, have advanced during the period of the war from \$7.05 to \$19.20 per 1,000 superficial feet, and the cost of landing Oregon is now \$30.40 per 1,000 superficial feet, compared with \$18.25 a year ago. The cost of importing redwood to-day is \$54.15 per 1,000 superficial feet, whereas 12 months ago it was \$37.70. Oregon, it will thus be seen, costs \$1.20 per 100 superficial feet above rates a year ago, while up to the present only 50 cents more is asked from the user. The advance follows a reduction of about 12 per cent recently made in the rates of Australian hardwoods.

Slates are extremely scarce. Practically all stocks are in the hands of the master slaters. Values which were \$13.40 per square before the war are now \$19.50 per square.

EASTERN DEMAND FOR TEA BOXES.

Tea box orders from India have increased the Nagoya, Japan, trade in these tenfold, and the makers are working all the hours they can. A serious shortage is felt of thin sheet zinc with which the cases are lined. The United States apparently has neglected this tea box trade, as it exported in the year ended June 30, 1914, only \$646 worth of box shooks to India, and \$91 worth to Japan. British India imported during its fiscal year ended March 31, 1914, wooden tea chests to the value of \$1,690,125, of which \$1,599,365 worth came from the British Isles, \$36,225 from Japan, and \$34,100 from Germany. Ceylon (which is separate from British India) imported during the calendar year 1913 tea chests valued at \$815,723, of which \$449,486 came from Japan and \$366,206 worth from the British Isles.

BETTER WEST COAST SHIPPING FACILITIES.

[Commercial Agent W. B. Henderson, Seattle, Wash., July 23.]

The Norwegian steamship *Baja California* left Puget Sound this week with a shipment of flour for Bolivia valued at \$35,000. The vessel had also other consignments of flour, wheat, lumber, and rice for other South American ports. It will call at San Pedro, Cal., for fuel oil and other cargo for West Coast cities of Latin America.

WATER POWER IN PROVINCE OF MOZAMBIQUE.

[Consul George A. Chamberlain, Lourenco Marques, Portuguese East Africa, June 11.]

While it might appear from a glance at the map that Portuguese East Africa is in possession of extraordinary sources of water power from its many rivers, such is not the case, owing to the fact that by far the major part of the entire colony is exceptionally flat.

Speaking generally, Portuguese East Africa occupies a low shelf along the coast, which rises suddenly in a barrier varying from 2,000 to 4,000 feet high, dividing the high veldt from the low. Did this barrier form the boundary between Portuguese East Africa and the British Provinces to the west, all the available water power would fall to the Portuguese side, but such is not the case, except for a short distance in the hinterland of the Mozambique Co., a district which possesses the only active mines existing in Portuguese territory.

Province Well Supplied With Rivers.

What has been said refers only to waterfalls and rapids as a source of hydraulic power. So far as flowing rivers and flat country are concerned, the Province is remarkably well supplied. Beginning with the south we have the Maputo, the Umbeluzi, and the Incomati, all debouching in the Bay of Lourenco Marques, and all showing a continual flow of water. The Tembe and Matolla Rivers, also generally accredited to the same bay, are not rivers in the strict sense of the term, but tidal arms of the sea.

Of the three flowing rivers mentioned, it should be noted that the Incomati practically has its source in the Province of Mozambique owing to the fact that it becomes a river within 50 miles of Lourenco Marques, but flows in an almost complete circle for a distance of 200 miles before debouching into the bay of that port. As a consequence it is economically one of the most interesting rivers in the entire province. At the point where it crosses the border it is a rapidly flowing stream, varying in depth according to the season from shallow ripples in times of drought to 5 to 6 feet in flood time. At this point it parallels the railway, and as a result it offers a good site for the establishment of a water-power plant. The Moveve Sugar Estates, whose representative in Lisbon is E. Bettencourt (address, 2, Rua Paiva d'Andrada), is the holder of such a concession.

Sugar Plantations on Large Scale Projected.

Throughout its course the Incomati is bordered by extensive flats which are being taken up on a large scale for sugar plantations. The only large industry, however, as yet established and in a producing stage is the Incomati Sugar Estates (Ltd.), at Xinavane, a point which has been connected with the trunk line by a branch railway 50 miles long.

Passing northward we have the Limpopo, which has not yet been developed, and in the territories of the Mozambique Company the Save River, the Buzi, the Pungwe, and on its northern border the Zambezi River. None of these water courses have been hydraulically developed, although there are sugar plantations on the Buzi and the Zambezi which are irrigated through pumping on a considerable scale. The names of these companies are: On the Buzi, the Com-

panhia Colonial do Buzi and The Beira Illovo Sugar Estate, whose address is at Beira; on the Zambezi, various mills under the general direction of the Sena Sugar Factory, whose address is at Chinde.

North of the Zambezi there are no rivers of importance before the Ligonha and the Moma, followed by the Lurio much farther to the north, and finally by the Rovuma, which forms the boundary dividing Portuguese East Africa from German territory. This group of rivers is in country which has scarcely been conquered, and is still practically untouched by the white.

Rainfall Exceedingly Variable in Province.

The rainfall and the rainy seasons are exceedingly variable even within the limited territories of the Province. For the region north of the Zambezi no statistics are available, but south of that river the true rainy season is supposed to open with January and close at March, and there is also a false rainy season of short duration and uncertain habit which occasionally occurs in October.

For the district of Lourenço Marques the rainfall for the three years ending with June, 1913, was: July, 1910, to June, 1911, 26.23 inches; July, 1911, to June, 1912, 20.51 inches; July, 1912, to June, 1913, 18.11 inches; and for the year 1913 the distribution by months was: January, 3.46 inches; February, 4.68; March, 2; April, 3.03; May, 0.32; June, 0.55; July, 0.59; August, 0.87; September, 0.32; October, 3.11; November, 3.86; December, 0.90; total, 23.69.

Records Broken by Rainy Season of Past Year.

These three years, especially the last, cover a time of exceptional drought, and the rainy season of 1914-15, for which statistics are not yet available, broke all records both for duration and amount of rain, which began in November and continued with force throughout February, and in occasional showers up to the month of May. So long and wet a season has not formerly been known in the history of the Province. The distribution was general over the entire district. The watershed, so far as Portuguese territory is concerned, can be described as distinctly barren.

The Province of Mozambique is well supplied with competent engineers, owing to the fact that the port of Lourenço Marques is the largest and best equipped of any harbor in Africa, having almost a mile of concrete wharf, capable of berthing 12 large steamers of a draft not exceeding 30 feet, and owing also to the fact that the Province is at present constructing a network of railways from six different points of departure.

Aside from the sugar plantations mentioned, it is impossible to name any other industry where it is probable that power-driven machinery can be utilized to advantage unless the concession for the establishment of a large electrical plant on the Incemati River is successfully taken up, and at present there are no indications that capital will be secured for the project. Private farms on the rivers are small and without resources.

Electric-Light Equipment—Water Supply.

Lourenço Marques and Beira, the only towns of any importance in the Province, both have electric-light equipment, but the gener-

ating power is derived from coal, which is supplied at about \$6 a ton delivered in Lourenço Marques from the Transvaal mines.

The domestic water supply of Lourenço Marques is furnished by a model installation on the Umbeluzi River, which was described in *COMMERCE REPORTS* for July 3, 1915. The water supplies of Beira and the moribund island of Mozambique, once the capital of the Province, depends on cisterns and rainfall. The city of Beira is of constantly growing importance and may be looked upon as a possible purchaser of a water plant. The remaining towns of the Province are too small to require installations for many years to come.

[Lists of the principal engineers and of the operating mines in Portuguese East Africa may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

EAST AFRICA OPEN TO AMERICAN DRUG TRADE.

[Consul George A. Chamberlain, Lourenço Marques, Portuguese East Africa, June 12.]

A chance has arisen during the present war for American manufacturers of pharmaceutical specialties to establish more firmly their hold on the market of Portuguese East Africa.

The import duty assessed on patent medicines and all kinds of drugs entering this country is: Tariff duty, 5 per cent ad valorem; municipal tax, 25 per cent of tariff duty; commercial contribution, 3 per cent ad valorem; municipal contribution, 50 per cent of commercial contribution. The duty plus the various surtaxes is equivalent to an ad valorem rate of 10.75 per cent.

The general feeling of the public with reference to American pharmaceutical products is decidedly cordial, and the only barrier against our manufacturers dominating the entire market is the matter of price, in spite of the fact that the quality and attractive preparation of the goods very often overbalance the difference in cost. All the pharmacies in town have unusual facilities for display, and this is all the special advertising most specialties get. In the case, however, of certain special preparations it would pay the American manufacturer to insist upon local advertising in the press, apportioning a certain percentage of his profits to this end, and requiring of his agent an accounting as well as samples of advertisements.

Pharmacies Import for Individual Needs.

There are no jobbers in the American sense of the term in this market, owing to the fact that all the pharmacies import for their individual needs. In the selling of general drugs, it is not advisable to seek an exclusive agent, but for those specialties which justify an advertising campaign an agent chosen from one of the three large importing firms that are distributors of general merchandise throughout the coast and the eastern Transvaal would probably prove more effective than any single pharmacy. These three firms are general importers of everything from groceries to machinery by the carload.

Should the manufacturer undertake to advertise extensively, it might be possible to persuade a local pharmacy to contract for a stated amount of goods, and in such a case the pharmacy should be made the agent. The market of Portuguese East Africa, however, is exceedingly small, the total European or white population not amounting to more than 10,000 out of a total estimated at about

2,000,000, including blacks and Asiatics. The latter classes can not be considered as paying drug consumers. As the market is so small, there is no competition worthy of the name.

All firms in Portuguese East Africa have a working knowledge of English, and any names of patent medicines which are adaptable to the European market are equally so here. No legal restrictions are in force for the sale of proprietary medicines, and any trade-mark protected in Portugal can also be protected in her colonies by the payment of additional fees.

Goods Should Be Properly Packed to Win Trade.

As to credits, except where long relations or special references establish the purchasing firm in the confidence of the exporter, it is best to stick to the rule of cash against shipping documents, but the manufacturer should take special pains to pack his goods in such a way that they will stand not only the long voyage of from 45 to 60 days, but also the peculiar conditions of tropical climates after their arrival and while held in stock. Goods likely to suffer from rapid variations in temperature and extreme humidity should be shipped only in small parcels proportionate to the restricted population. The manufacturer who places an initial order so large that it defies rapid sale and becomes decomposed and fly specked in the show cases of his customer will book no repeat orders. All products made up in cardboard packages should, of course, be shipped in tin-lined cases.

[Lists of the principal general importers and distributors and of the principal pharmacies in Portuguese East Africa may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

PUBLICATIONS OF THE DEPARTMENT OF COMMERCE.

"List of Publications of the Department of Commerce Available for Distribution" is the title of a pamphlet issued about twice a year by the Division of Publications of the department for free distribution. The list contains the titles of all available publications of the department, full instructions as to how they may be obtained, and condensed information concerning the scope of the publication work of the department.

There is also issued monthly by the division a list of the publications becoming available during the month for distribution.

Persons desiring to receive these pamphlets regularly may have their names placed on the mailing list by applying to the Chief Division of Publications, Department of Commerce, Washington, D. C.

MAKING CHINESE GRAPHOPHONE RECORDS.

[Consul G. C. Hanson, Swatow, China, June 22.]

A representative of the export department of the recording laboratory of the Victor Talking Machine Co., of Camden, N. J., was in Swatow during last week engaged in making of master records. Chinese actors and signers have been employed in this work. It is intended to market the records among the native merchants of this district who have emigrated to the South Seas and have there accumulated much wealth. The results of this enterprise should be financially profitable.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

Glass bulbs and brass caps, No. 17646.—An American consular officer in England writes that an electrical supply dealer in his district is desirous of purchasing glass bulbs for incandescent lamps, complete with vitrate filling. A sample of the brass cap, together with designs of the bulbs, may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Malleable nickel sheet, No. 17647.—The Department of Commerce is in receipt of a letter from a business man in Canada stating that he desires to communicate with American manufacturers of malleable nickel sheets to be used for printing with padding process. The plates of nickel must be of uniform thickness of 1.9 to 2 millimeters; well planed good edges without breaks or cracks; must not break when bent at right angles at least three times in the same place.

Capital, No. 17648.—One of the commercial agents of the Bureau of Foreign and Domestic Commerce in Peru has transmitted a detailed report, together with samples, blue prints, etc., relative to an opportunity for investing capital in a tannery and shoe factory in Peru. The reports and samples will be placed on exhibition at the bureau and its branch offices.

Agricultural machinery, No. 17649.—A business man in Spain is anxious to represent American manufacturers of machinery of all kinds, especially agricultural implements, etc. Correspondence may be in English. Reference is given.

Food products, oils, etc., No. 17650.—An American consular officer in Chile reports that a firm in his district desires to establish commercial relations with American exporters of Chinese tea, pink Alaska salmon in tall cans, rice, oils of all kinds, and biscuits. He also desires to purchase sugar similar to the sample which may be examined at the bureau or its branch offices. It is stated that sugar which corresponds exactly to the sample is desired for the reason that a higher rate of duty is levied on refined sugar.

Iron bars, window glass, copper sheets, etc., No. 17651.—A firm in Greece informs an American consular officer that it desires to communicate with American exporters of iron bars, T beams, window glass, galvanized, corrugated, and plain sheets, and copper sheets. Correspondence should be conducted in French.

Pharmaceutical products, No. 17652.—An established firm in Spain has requested an American consular officer to supply the names and addresses of manufacturers of the following pharmaceutical products: Salol, benzonaphthol, potassium bromide, sodium bromide, sodium iodide, sodium benzoate (acid from benzoin), sodium salicylate, salicylic acid, lanoline, tannic acid, methyl salicylate, iodine, aspirine, equinine, aristosquiline, lactic acid, dermatol, calcium glycerophosphate, sodium glycerophosphate, and lactose.

Fruits, etc., No. 17653.—The Department of Commerce is in receipt of a communication from a business man in Porto Rico, who desires to secure the names and addresses of meat packers, California wine and fruit growers, exporters of rice, and general dry goods supplies.

Fireless cookers, No. 17654.—A firm in England writes the Department of Commerce that it desires to communicate with American manufacturers of fireless cookers.

Reports from Consul A. A. Williamson at Dairen, Manchuria, indicate that coast steamer freights in that region continue to rise. The start of the Hokkaido lumber trade and of the Kamchatka sardine season also means a tightening of the freight market. The day charter of vessels for service in these directions is being contracted in succession at the rates of 500, 600, and 700 yen per day for vessels of 2,000, 3,000, and 4,000 ton classes, respectively.

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SWEDISH RAILROAD OPEN.

[Secretary of American Legation Jefferson Caffery, Stockholm, June 18.]

The Swedish State Railways announce that beginning to-day the railroad from Karungi to Haparanda on the Russian frontier is open for traffic. It was previously necessary to make the journey by wagon.

"REPLIES BY THE HUNDRED."

[Commercial Agent W. C. Huntington, Chicago, July 20.]

In reply to its communication concerning a certain foreign trade opportunity in a recent issue of *COMMERCE REPORTS*, a Chicago firm received from an importer at Barbados, West Indies, a printed slip that read:

GENTLEMEN: Please accept my sincere apologies for the length of time I have taken in replying to your letter. The fact of the matter is that I was hardly prepared for the overwhelming response that greeted by application to your consul here. Letters from all over the United States have poured in on me literally by the hundred, and you can readily understand what a tremendous amount of work that has meant. However, I have now completed an efficient organization so that this delay will not be repeated.

The Chicago firm is making large use of this means of extending its foreign trade.

AMERICAN PENCIL TRADE IN ASIA.

[Consul General George E. Anderson, Hongkong, June 21.]

The shutting out of European-made lead pencils as a result of the war has left the trade in such supplies in the Far East largely in the control of American manufacturers, in most places practically without competition. The trade in such goods is constantly increasing under normal conditions, and at present American trade is in unusually large volume.

[Pencils and pencil leads exported from the United States totaled \$380,315 in value in the fiscal year 1910, \$498,203 in 1911, \$625,548 in 1913, and \$533,044 in 1914. Shipments to Asia, however, were very small, especially during the fiscal year 1914, when only \$3,865 worth of American pencils went there, compared with \$21,956 in 1913 and \$62,676 in 1911. The recovery of this trade in China, as described by Consul General Anderson, it is hoped will be permanent.]

TRADE NOTES FROM THE NETHERLANDS.

[Consul Frank W. Mahin, Amsterdam, July 12.]

Special Knives on Mowing Machines.

The grass grows so thick on the damp and rich meadows of the Netherlands that American mowers used here are equipped with a special cutter, differing from that required in other countries. Americans refer to the Dutch grass as "woolly."

Draining the Zuyder Zee.

The draining of the Zuyder Zee is still under consideration, and the general belief in this locality is that it will eventually be accomplished. Indeed, it is said that draining would now be under way if the war had not broken out. It involves the reclamation of 815 square miles of the Zuyder Zee and conversion of the remaining 557 square miles into a fresh-water lake. The cost is estimated at \$75,000,000, and the time required at 33 years. Model villages would be built by the State, and purchasers of land given advances of money to buy agricultural implements, etc. The annual value of crops which could be grown on the reclaimed area is estimated at \$28,000,000.

Available Surplus of Foodstuffs.

Statistics of cattle and hogs in the Netherlands, just published, show an increase of 17.9 per cent in number of beeves and 18 per cent in number of hogs from 1910 to 1915. As the population of the Netherlands increased only 8 per cent during the five years, it is evident that the surplus of Dutch meat for export has much augmented. There is an export surplus of most kinds of food products in this country, excepting grain, and it is particularly large in pork and vegetables.

Greater Haarlem.

It is proposed to extend the boundaries of the city of Haarlem, as the legitimate accessions to its population do not appear in the census, which is constantly being taken, as in all Dutch cities. Haarlem's census population has been about 71,000 for the past five years. Yet the city has steadily grown, but just outside of the present limits, wherein there is no room for more growth. The proposed extension will take in at least 10,000 people, most of whom work or do business in Haarlem.

Big Profits of Holland-America Line.

According to current report in reliable commercial circles, the net earnings of the Holland-America Steamship Co. for the first half of the present calendar year amount to 80 per cent of the capital stock. It is not supposed that all of this will be paid to stockholders as dividends, but that much of it will be expended upon improvements and new steamers. The usual annual dividends paid by this company in recent years have been around 15 per cent, with a considerable share of the net earnings put into reserve funds.

British hosiery exports during the first six months of 1915 totaled 5,900,000 pair, valued at \$660,000, against 4,060,000 pair, valued at \$440,000 in the like period last year.

JAPAN-CHINA TRADE.

[Extract from Japan Times of June 17, by Consul General George H. Scidmore, Yokohama.]

Japan's trade with China continues to dwindle, even imports now tending to decline. As early as January the tendency set in, principally owing to the war and the resulting depression of the China market, but before May imports more than maintained the previous year's mark though exports sank far below the previous marks. When the trouble between China and Japan, however, was coming to a head the decline in exports was accelerated, and with it a declining tendency in imports also became apparent. During the first four months of the year exports were kept to a point between \$10,000,000 yen (\$4,980,000) and \$12,000,000 yen (\$5,478,000) a month, but in May the average figure declined by 2,000,000 yen (\$996,000) below that for the first four months. In spite of some semiofficial explanations, attributing this tendency to causes other than the boycotting movements in China, a grave falling off is reported significantly in the figures for central China and Manchuria, where anti-Japanese feeling is particularly accentuated.

According to the finance department return for the opening days of June exports are valued at \$1,231,524 and imports at \$718,027, which figures are a decline of \$632,460 and \$144,420, respectively, in comparison with the figures for the same period of last year.

The total figures from the beginning of January to the close of the opening 10 days of June show a decline of \$12,275,700, in round figures, in exports in comparison with the same time last year, while imports exhibit an advance of \$4,218,060.

FIGURED MATTING INDUSTRY IN JAPAN.

[Extract from Japan Mail of June 28, by Consul General George H. Scidmore, Yokohama.]

An official conference of figured-matting manufacturers was held at the Agriculture and Commerce Ministry on June 25. Mr. Koyama, Vice Minister of Agriculture and Commerce, stated that the line of trade has lately been arrested in its advance, owing, among other things, to deterioration of quality, which is one of the greatest of the weak points inherited by Japanese manufacturers from olden times. The reports sent by the commercial commissioners abroad agree in attributing the gradual decline to the deplorable practice of deteriorating the quality and underselling one another on the part of Japanese manufacturers. Already steps have been taken by the Government to stop these bad practices, but without the cooperation of the manufacturers success can not be assured. Moreover, now that a rival in the shape of weed mattings has appeared on the market, the betterment of the quality will be urgently necessary to satisfy the buyers and promote the trade.

The following proposals were discussed, and were either carried out or are expected to be before the end of the conference:

- (1) To limit the warps of all export mattings to 150 or upward.
- (2) To adjust the actual number of warps used to the number quoted in dealings.
- (3) To unify the colors of export mattings.
- (4) To consider the matter of conditioning of weed mattings.
- (5) To discuss measures for the promotion of the matting trade.

STEEL SHORTAGE IN JAPAN.

[Extract from Japan Times of June 16, by Consul General George H. Scidmore, Yokohama.]

In view of the inadequate supply of steel and other shipbuilding materials, especially now when shipbuilders have much work in hand and require more materials than in previous years, the Japanese Government has planned to extend the plant of the Government Iron Works at Edamitsu so as to meet the demand for thick steel sheets in this country. In the last session of the Diet a credit of 2,400,000 yen (\$1,195,200) in round figures was given in compliance with the request of the works as funds for the realization of the plan, which will be seen in the immediate future.

[Consul George N. West, Kobe, June 22.]

Higher Prices for Galvanized Iron.

It is stated by Japanese journals that the continued and apparently continuous advance in the price of zinc—400 per cent since the outbreak of war—has increased the cost of the plating on a sheet of No. 31 galvanized iron by 45 sen (22½ cents), while the cost of the iron itself is 15 sen (7½ cents) more. When the higher costs of labor and transport are added, the total increase in price per sheet comes to 65 cents or more. Hopes of higher prices keep them on the upgrade. Japanese makers, considering the local prices too low, stopped sales, and as stocks on the market are running short, and English prices for July 77½ cents apiece, the Japanese rate has risen from 55 cents to 60 cents and is expected to continue advancing to 70 cents.

From information obtained by this consulate the opinion is expressed that the imports of iron and steel, which include plates, angles, bar iron, and general hardware, should show an increase for the year.

TOTAL OF HUDDERSFIELD EXPORTS REDUCED.

[Consul Franklin D. Hale, Huddersfield, England, July 14.]

A comparative statement of the exports from Huddersfield to the United States for the first six months, respectively, of 1914 and 1915 shows a very large decrease for this year. Raw wool is excluded, as the exports in the first six months of 1914 were large, while during the first six months of 1915, owing to the embargo, a small amount was exported. The decrease in total exports except raw wool is \$1,158,527. The figures, by months, are:

Months.	Total exports except raw wool.		Manufactures of wool.	
	1914	1915	1914	1915
January	\$429,483	\$149,547	\$263,114	\$128,441
February	324,133	88,517	266,572	59,770
March	251,413	108,557	167,953	68,535
April	232,035	128,835	168,838	94,317
May	369,279	165,285	294,803	96,278
June	401,068	208,143	343,356	151,829
Total	2,007,411	848,884	1,494,636	590,170

INVESTIGATION OF FUSIBLE TIN BOILER PLUGS.

The attention of the Bureau of Standards, Department of Commerce, has been directed to the failure and deterioration of fusible tin boiler plugs in service. In some cases such plugs have failed to melt, and so give warning of dangerous boiler conditions, and investigation has shown that the tin filling in these cases had become oxidized to tin oxide (SnO_2), which has a melting point above $2,900^\circ \text{F}$.

About 1,050 plugs, of which 100 were plugs which had been in service, were obtained through the courtesy of the Steamboat-Inspection Service, Department of Commerce, and subjected to examination. This included inspection of design and construction, condition and purity of the tin filling, and in the case of the used plugs their classification according to the type of deterioration undergone by them in service.

One pronounced and dangerous type of deterioration is the oxidation of the tin along the grain boundaries, by which is formed a network of oxide throughout the tin. This is shown to be due to the presence of zinc in amounts as low as 0.3 per cent.

Lead and zinc are found to be the principal impurities in tin-plug fillings, and since all "failed" plugs contained these or other impurities the conclusion is reached that if these impurities are eliminated by strict specifications and inspection, which will allow only admittedly superior qualities of tin, such as Banca and some others, the danger of failures of these plugs will no longer exist.

In a monograph on the subject directions are given for the testing of the purity of the tin in such plugs.

MAGNESITE DEPOSITS IN BRITISH COLUMBIA.

[Consul General R. E. Mansfield, Vancouver, Canada, July 18.]

Magnesite, one of the most valuable of the nonmetallic minerals, has been found in large quantities along the shore of Lake Atlin, in the northeastern part of British Columbia. Seven claims have been located by Vancouver parties, and plans are being made for working the deposits. This ore is shown by analysis to be exceptionally pure, running as high as 98 per cent in magnesium carbonate. The world's supply has so far come from California, Greece, and Austria. On account of the war the latter source is cut off, and since this was the most important, there is an extraordinary demand for the mineral which British Columbia will soon be in a position to supply.

Magnesite consists of magnesia, 48 per cent, and carbon dioxide, 52 per cent, and used, after calcination, to make bricks for refractory furnace lining, nonconductive covering for steam pipes, boilers, etc. Magnesium salts, especially the sulphates, are used in the arts and in medicines, also in the paper industry, and in connection with the pulp industry of this Province. This new discovery may prove to be of special value, since the chief value of the spruce forests in British Columbia is in their paper-making possibilities, and the fact that magnesia necessary to the manufacture of a finished product is right at hand may result in greatly increasing the importance of the pulp industry.

ROUTES TO SWITZERLAND FOR AMERICAN GOODS.

Inquiry having been made concerning the best routes for sending merchandise from the United States to Switzerland, the American consulate general at Paris was instructed to obtain information concerning conditions at French ports. The following cablegram is from Vice Consul De Witt C. Poole, at Paris:

Port of Cette has a maximum draft of 7 meters (23 feet); port equipment on small scale, two berths now assigned to Swiss Government, discharging 500 tons cereals daily. Marseille port conditions are improving, though 40 ships are still waiting. At Bordeaux there is severe congestion. St. Nazaire is crowded, 8 ships waiting to-day. La Rochelle and Rouen are impracticable. At Havre there is no congestion, and conditions of discharge and railroad trans-shipment are greatly improved since consul's report in February.

The American consul at Marseille telegraphs:

Preferable to send at least some merchandise destination Switzerland via Cette, but as conditions are changeable would advise dispatch ships Gibraltar for orders.

Those best informed at Paris consider Havre most advisable route owing to there being no congestion, and Havre has big port equipment railroad connections, and knowledge of handling American-Swiss shipments. If considerable tonnage is diverted to Cette, port will be swamped.

[Mail report from Ambassador William G. Sharp, Paris, France, dated June 29.]

Guaranties are Required.

I take this occasion to acquaint the shippers in the United States with the general situation in France as regards the shipments of oil, food supplies, cotton, etc., from France to Switzerland.

From what the embassy has been able to learn considerable difficulty has been encountered by shippers in dispatching such products as are mentioned into Switzerland, because the French Government requires that a guaranty be furnished to show that such shipments are not intended for re-export to Germany or Austria. This embassy has on various occasions been appealed to by American houses to obtain permission for the passage through France into Switzerland of American products and also to obtain the removal of prohibitions which have been placed upon such shipments forwarded to Switzerland.

In taking up questions of this nature with the foreign office the embassy learned that the French Government was only satisfied with a guaranty given by the Swiss Government, the contention being that no other Government nor any commercial house had the proper machinery for preventing the re-exportation to Germany or Austria, and therefore the only guaranty acceptable to the French Government was that of the Swiss Government. In consequence it became necessary for the embassy, as far as American interests were concerned, to work in conjunction with the Swiss legation, and I have primarily counseled those appealing to the embassy in such matters to make application to the Swiss legation, with a view to this latter mission appealing to the French Ministry for Foreign Affairs.

A tannin factory employing a considerable number of hands was to start operations at Fives Lille, Argentina, on July 1.

SHIPPING FACILITIES TO SIAM.

[Vice Consul Carl C. Hansen, Bangkok, June 17.]

The Straits Steamship Co. (Ltd.) has recently put a new steamer, the *Kampar*, on the Bangkok-Singapore run. This vessel was built by the Hongkong & Whampoa Dock Co. and has been fitted with modern accommodations for 14 first and 12 second class passengers. The *Kampar*, together with the *Kuala* of the same company, will provide regular weekly service between Bangkok and Singapore and connect with the British and French mail service.

The freight rates on the Bangkok-Singapore and Bangkok-Hongkong runs have steadily advanced since the beginning of this year. The rate from Bangkok to Singapore early in January was 20, at the end of February 35, and by the middle of March 42½ Mexican cents per picul (133½ pounds). The Bangkok-Hongkong rates, having stood at 25 cents for some time, closed firm at 30 cents with the end of January, during February advanced to 40 cents, and increased to 60 cents (Mexican) per picul by the end of March. The rates on both of these runs remained firm at 42½ and 60 cents, respectively, during April and May.

NEW HARBOR FOR KONIGSBERG.

[Consul Theodore Jaeckel, Stettin, Germany, July 8.]

The city council of Königsberg, East Prussia, recently voted 21,000,000 marks (\$4,998,000) to build a trade harbor in that city. Work is to begin at once, and is to be carried on in connection with the construction of a new railway station and a new railway bridge, the latter two to be built by the Prussian Government.

The principal part of the harbor work will consist in the removal of masses of earth, for which work over 2,000 Russian prisoners will be employed. Bids will be accepted for this work, but local contractors will receive preferential treatment in their bidding. The work will be divided into sections, in order that small contractors may be able to participate.

Bids for ironwork will be accepted at a later date, and this consulate is now endeavoring to obtain details, although it is probable that local steel concerns will secure the contracts for such work, more particularly on account of the war.

SPANISH ESTIMATE OF WORLD'S WINE PRODUCTION.

[Consul Robertson Honey, Madrid, July 8.]

El Eco de las Aduanas, a semiofficial weekly of Madrid, states that the output of wine from those countries which produced more than 1,000,000 hectoliters (26,417,000 gallons) in 1914 was:

Country.	Gallons.	Country.	Gallons.
Spain	427,955,400	Germany	26,417,000
France	1,582,381,342	Russia	126,801,600
Algeria	272,085,100	Greece	71,325,900
Italy	1,135,933,000	United States	44,908,900
Portugal	105,668,000	Argentina	145,293,500
Austria-Hungary	118,576,500	Chile	105,668,000

RAILWAY EXTENSIONS IN NIGERIA.

[Vice-Consul Harry A. McBride, Boma, Kongo, May 14.]

In no portion of West Africa has the progress of railway construction been more rapid or had more effect upon the development of the "hinterland" than in Nigeria. The system of railroads, which is controlled by the British Colonial Government, now extends nearly 800 miles into the interior. The ocean terminus is at Lagos, the capital and great commercial port of the colony, which has a population, including the suburb of Ebute Metta, of about 76,000, the number of white inhabitants being 600 to 700. A large wharf has been built at Iddo, a short distance from Lagos, for loading and unloading freight, and it is here that the warehouses and docks are established.

Description of Route—Chief Stations.

The main line runs northeasterly 712 miles from Lagos to Kano (see map), the principal town of the great Mohammedan States of northern Nigeria. The chief stations along the route are Ebute Metta, 3 miles from Lagos, the headquarters of the railway; Abeokuta, 60 miles; Ibadan, the center of the palm-kernel industry in the western part of southern Nigeria, 123 miles from Lagos; Ilorin, capital of the Province of the same name, 247 miles; Zungeru, Minna Junction, and Zaria.

From Minna Junction there is a branch, which was formerly the main line, running south to Baro, at the head of the permanently navigable section of the River Niger, connecting with the river steamers running down to Forcados, a port on the Atlantic. At Zaria, 622 miles from Lagos, the new Bauchi branch line begins, turning southeast from the mainland and traversing the Bauchi Highlands where the rich tin deposits are found. This branch, which was opened in December last for passenger and freight traffic as far as Bukuru, in the heart of the tin district, 766 miles from Lagos, is the latest addition to the Nigerian railway system.

The construction of the first section, from Baro to Kano, was completed in March, 1911, and in June of the same year the Lagos section was joined up at Minna Junction. The entire system is of the standard gauge, i. e., 3½ feet.

Train Services, Passenger Rates, etc.

The train services offered are excellent. A weekly special express train connects with each outward and homeward bound mail steamer at Iddo Wharf, the railway terminus of Lagos, consisting of comfortable up-to-date passenger coaches provided with sleeping, lavatory and bath-room accommodations. The train also includes a dining car, and is fitted throughout with electric light and fans.

This express covers the 622 miles from Lagos to Zaria in 38 hours. Here passengers for the Bauchi district change to the branch line for the run of 144 miles to Bukuru. The trains on this line are also equipped with dining cars and other conveniences. Thus travelers may enter Africa from the Gulf of Guinea and travel northward nearly 800 miles almost to the Sahara Desert in comparative comfort. Passenger rates on the express train, including sleeping accommodations and attendance, are as follows: Lagos to Ibadan,

\$14.72; to Zungeru, \$30.96; to Zaria, \$41.93; and to Kano, \$45.54. Meals are served at reasonable rates, and each passenger is allowed 224 pounds of baggage free of charge.

Freight Traffic.

Good freight services are rendered by the Nigerian Railways, and arrangements have been made providing through freight rates between ports in Europe and the chief stations on the line. Large quantities of tropical produce, consisting of palm oil and kernels, cotton, rubber, cocoa, etc., are brought down to Lagos for shipment to Europe, and now that the Bauchi branch is open there will be the additional shipments of tin. The rich alluvial deposits and lodes extend irregularly over an area of some 9,000 square miles, the ore being recovered chiefly by panning or calabashing, and exported in the form of washed concentrates which average 70 per cent of metallic tin. The tin-mining industry is expected to become one of the great sources of wealth of the colony, and to the railway will be due much of the credit for its rapid development. The annual output is now about 1,500 tons of tin.

Besides the palm products and other merchandise carried over the road, arrangements are at present being made to handle a promising traffic in cattle from the Zaria and Kano Provinces. This would be a welcome event to the inhabitants of Lagos and other coast towns, owing to the high prices now prevailing for fresh meat.

On account of the war and the troubled state of the market in England, the trade in some of the Nigerian products has been threatened with important decreases. The railway has given much assistance to the producers and shippers by lowering freight rates. Thus the rate on palm kernels has been reduced 10 per cent and that on cotton 25 per cent, to remain in effect until the end of the war. The Government has now decided that during the depression in European trade and to enable the merchants to buy the current season's crop (1914-15) of peanuts at Kano, estimated at 30,000 tons, the rate from Kano to Lagos be reduced from \$20.52 to \$13.38 per ton.

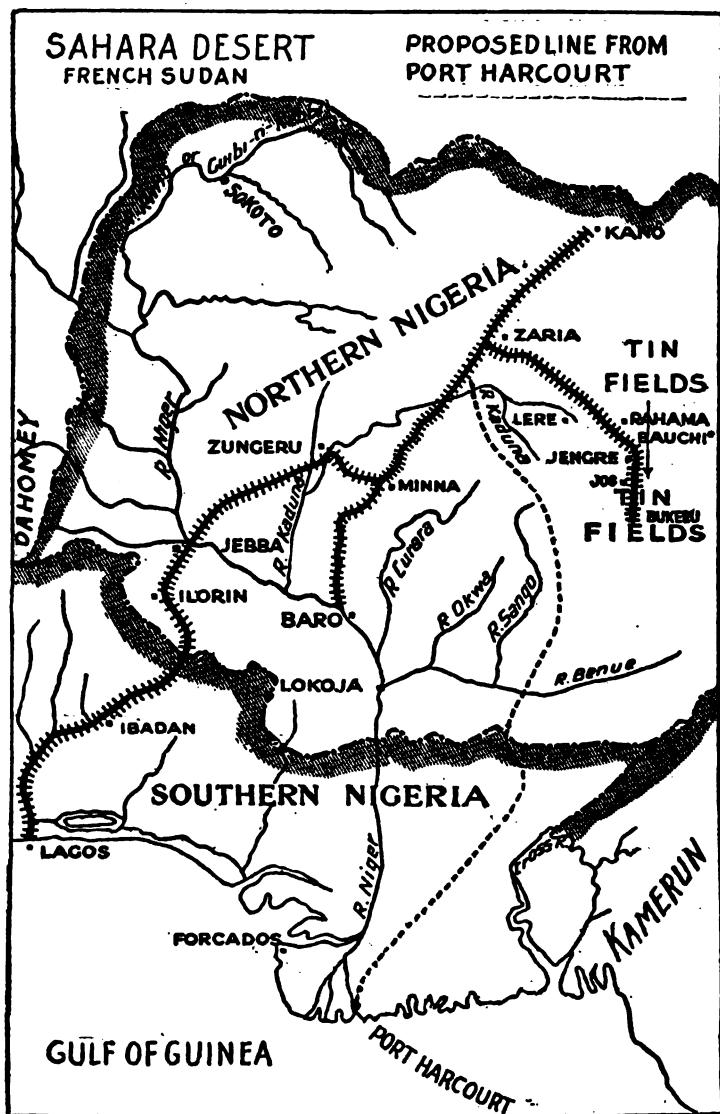
Effect on Development of Colony.

The railway has proved of remarkable value in opening up the interior of the colony. Native towns spring up along the way and trading posts are established. Thus Nigerian palm products, cotton, cocoa, tin, etc., have in a notably short space of time become important factors in West African trade. Not only has the export movement been aided, but also the sale and distribution of the merchandise imported from Europe. Machinery, hardware, cotton goods, and food supplies are the principal articles carried interiorward.

In northern Nigeria a large trade was formerly carried on by caravans coming from Tripoli and other Mediterranean ports across the Desert, making the town of Kano an important center of distribution. The railway, bringing Kano within 20 days' traveling distance of Liverpool, has diverted this traffic, which now comes from the south through Lagos. Roads radiating from Kano, the railway terminus, to all parts of the district add to the town's importance as a commercial emporium.

Zaria, another of the great cities of the Hausa tribes of Northern Nigeria, where markets are held on a scale not realized in Europe and

America, is, under the railway's influence, rapidly becoming a meeting point where native farmers and Arab merchants bring in their goods for sale and purchase European goods in exchange for distribution throughout the region.



New Line in Construction.

The first sections of the Nigerian railway system have been successful, not only in penetrating and developing the country, but also in a financial way. Passenger and freight traffic both show remarkable increases and the operation of the lines pays about $4\frac{1}{2}$ per cent on the capital invested (see Daily Consular and Trade Reports for Dec. 30, 1914).

This success has increased interest in the new line now being constructed from Port Harcourt, the newly-discovered natural harbor on the delta of the Niger, to Kaduna, south of Zaria, on the Lagos-Kano line. This road will be about 570 miles in length, running north from Port Harcourt, tapping the provinces east of the Niger and touching the recently found coal fields at Udi, and will cross the Benue River—the second largest river in Nigeria—near Abinsi (Munshi Narrows), continuing northward to the terminus. Work has been commenced at both ends of the line and will be begun shortly at the Munshi Narrows, where the longest bridge on the system will be built. Here the Benue, which in places is several miles in width, narrows to a gorge 2 miles in length, with high banks only 600 yards apart.

A New City—New Resources Opened Up.

During the summer months of 1914 a wonderful change was effected at Port Harcourt, the sea terminus, in the vicinity of which some 10,000 laborers were constantly at work. All bush and undergrowth have been cleared away and replaced by European houses and temporary bungalows. A large town has been planned with broad avenues and streets, with the latest principles of sanitation adapted to West Africa. Five hundred yards away a native town with straight streets, arranged in squares, is also under construction. On the river frontage the mangrove swamps are being reclaimed, so as to eventually provide wharfage for over 20 ocean-going steamers.

The entire line of the railway has been surveyed, and between 30 and 40 miles of earthworks at either end are now completed. Rails and ties sufficient for 50 miles of line have been delivered at Port Harcourt.

The road is to be opened in sections, and thus, in the near future, another vast tract of land, hitherto almost unknown to the white man, but rich in palm oil, palm kernels, shea nuts, and other products, will be brought within easy reach of the sea and into the commercial world.

ELECTROLYSIS MITIGATION.

The paper published by the Bureau of Standards, Department of Commerce, gives a brief general statement regarding electrolysis and corrosion and presents a detailed discussion of the various methods of electrolysis mitigation that have been proposed or tried for protecting underground structures. Methods of mitigation are treated under two heads, namely, those applicable to pipes and those applicable to the railway return system. The conclusion is drawn that while certain of the methods applicable to pipes, particularly pipe drainage and insulating joints, are often valuable, they should in general be used as auxiliary measures only, the chief reliance being placed on reducing potential drops in the railway return to reasonably low values. Where return feeders are necessary for accomplishing this, insulated feeders are preferable because more economical.

In the last chapter there is presented a discussion of the principles on which regulations concerning electrolysis mitigation should be based, and the responsibilities of owners of underground utilities as well as of the railway companies are emphasized.

EFFECT OF DROUGHT IN SOUTH AFRICA.

[Consul E. A. Wakefield, Port Elizabeth, June 23.]

The drought of several months in certain sections of this district has seriously effected business prospects. Several prominent farmers state that it has been the worst in their experience of over 40 years.

The effect on stock has been deplorable. Thousands of sheep, goats, and ostriches have perished for lack of food and water. The losses in cattle have been unusually high. This will greatly affect the quality of both wool and ostrich feathers in such districts.

Several irrigation schemes have been inaugurated in this district recently, the principal on Sunday and Fish Rivers, both of which have been nearly dry for a considerable period, and the irrigation furrows have been useless.

It seems probable that water conservation will be necessary to provide for a certain water supply in times of drought. Plans are being considered and decisions will soon be reached as to necessary measures. Such plans will increase the cost of water supply, which is already a fairly heavy charge against landowners in the irrigated sections.

Rains have just fallen in most sections of the district, which will relieve the drought-stricken country to a certain extent, but it is rather late for plowing purposes.

LUMBER SHIPMENT TO TRAVEL 10,000 MILES.

A cargo of Douglas fir to be used in building docks at Port Nelson on Hudson Bay will travel nearly 10,000 miles on shipboard before it reaches its destination at the end of a voyage which has already begun with the vessel's departure from British Columbia. Although, "as the crow flies," the forests that produced this lumber are only 1,400 miles from the Hudson Bay port to which it has been shipped, transportation by way of the Panama Canal, through which it is being sent, means a trip which has been estimated at 9,900 miles, or seven times the actual distance between Vancouver and Port Nelson.

Consul Julius D. Dreher, at Toronto, Canada, who reports on this matter, says it is understood that lumber hitherto used for Hudson Bay work has been southern pine from the United States. He also states that a consignment of British Columbia timber is on the way to the Polson Iron Works at Toronto, by way of the Panama Canal, to be made into masts for a dredge being built for use at Port Nelson.

NEW SUGAR MILL IN HONDURAS.

[Consul Walter F. Boyle, Ceiba, July 19.]

On July 11, 1915, there was placed in operation the immense plant of the Honduras Sugar & Distilling Co., at Monte Cristo, near Ceiba, Honduras.

This is an entirely new plant, representing an investment of about a million dollars of American capital, and especially important, as it is the first sugar mill to be constructed in Honduras.

Old, worn-out banana lands produce fine crops of sugar cane, and it is hoped that the coming of the sugar industry will follow the abandonment of lands no longer fit to produce bananas and insure to Honduras a new source of wealth from lands that are not now profitable.

HOP ACREAGE REDUCED IN GERMANY AND AUSTRIA.

[Consul Wallace J. Young, Carlsbad, Austria, June 28.]

As compared with the hop acreage of 1914, that for this year in Austria-Hungary is estimated at from 12 to 15 per cent less, and the decrease for Germany at from 20 to 25 per cent.

By districts in Austria, the decreases run as follows: Saaz (Bohemia), 10 per cent; Auscha (Bohemia), 10 per cent; Styria, 18 per cent. Owing to war and lack of accurate information, estimates from Galicia are impossible. For Hungary the decrease is placed at 20 per cent. The combined acreage for Germany and Austria-Hungary is estimated at 40,000 hectares (practically, 100,000 acres).

It is not anticipated that this year's crop will decrease with the acreage, for not only have weather conditions so far been good and the vines grown well, but in decreasing the acreage, old plants were rooted out, while many new ones set out two years ago should this year bear well.

An intelligent crop forecast is not possible for another month. Besides dependence on the weather, the general desire this year to take advantage of all good ground for the planting of foodstuffs resulted, in the bulk of the hop gardens, in vegetables being planted between the vines, and it is not yet known what effect this will have on the hops themselves. Former hop gardens have been planted with grain, potatoes, grass, and legumes.

IMPORTANT FALL FAIRS IN ONTARIO.

[Consul Fred C. Slater, Sarnia, Ontario, Canada, July 22.]

The agricultural societies' branch of the Ontario Department of Agriculture recently issued a list of 309 fairs to be held in the Province the coming fall. The more important (at places of approximately 5,000 or more population) are as follows:

Kénera, August 26-27; Canadian National Exhibition, at Toronto, August 28-September 18; Windsor, August 31-September 3; Belleville, September 6-7; Brockville, September 6-8; Cornwall, September 9-11; Ottawa, Central Canada Fair, September 10-18; Western Ontario Fair, at London, September 10-18; Oshawa, September 13-15; Fort William, September 14-17; Hamilton, September 15-18; Peterborough, September 16-18; Strathroy, September 20-22; Barrie, September 20-22; Chatham, September 21-23; Collingwood, September 22-25; Midland, September 23-24; Paris, September 23-24; Lindsay, September 23-25; Petrolea, September 23-24; Woodstock, September 23-24; Goderich, September 28-30; Kingston, September 28-30; Sarnia, September 28-30; Cobourg, September 29-30; Sault Ste. Marie, September 29-October 1; Galt, September 30-October 1; Orillia, September 30-October 1; Ingersoll, October 4-5; Port Hope, October 5-6; Welland, October 5-6; Owen Sound, October 6-8; Arnprior, October 8-10.

CHARLOTTETOWN—AMERICAN STEAMERS WITHDRAWN.

[Vice Consul Charles Lee Strickland, Charlottetown, Prince Edward Island, July 21.]

The semiweekly sailings of the Plant Line steamers and the fortnightly sailings of the Red Cross Line steamers between Charlottetown and Boston, and Charlottetown and New York, respectively, have been canceled for this year. The general business depression due to the European war and the small tourist traffic are given as the reasons for the cancellations. There are no other steamers running to the United States from this island.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Textiles, paper, etc., No. 17655.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a firm in the United States, stating that its representative in Portugal desires to communicate with American manufacturers and exporters of woolen and silk goods, chemicals, all kinds of paper, tools and machinery, rubber boots and shoes, iron and steel products, hardware, groceries, laces, bicycles, linoleums, drugs, all kinds of thread, leather for motor cars, toilet celluloid articles, buttons of all kinds, etc.

Grains, No. 17656.—An American consular officer in Norway states that an agent in his district desires to represent American exporters of wheat, rye, and maize.

Sulphate of aluminum, No. 17657.—One of the commercial attachés of the Department of Commerce reports that a foreign Government desires to purchase sulphate of aluminum. A copy of his report may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Hosiery and underwear, No. 17658.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man, who is now in the United States, stating that he desires to represent American manufacturers and exporters of hosiery and underwear in European countries. He desires to leave the United States about the middle of August.

Grain, No. 17659.—A business man in Norway writes the Bureau of Foreign and Domestic Commerce that he desires to represent American exporters of rye, wheat, maize, and oats. Reference is given.

Chemicals, drugs, etc., No. 17660.—The commercial attaché of the Department of Commerce in Russia transmits the name and address of a firm in England which is doing a large business through agencies in Russia desires to communicate with American exporters of chemicals, drugs, etc.

Machinery, No. 17661.—An American consular officer in Brazil reports the name and address of a business man in his district who desires to receive catalogues and full information relative to machinery for making buttons from vegetable ivory nuts. Catalogues, etc., should also be sent to the American consulate.

Glue, sandpaper, thread, etc., No. 17662.—A firm in Brazil writes that it desires to represent American manufacturers and exporters of liquid glue, ink, sandpaper, fly paper and "dope," cotton compresses, razor strops, silk thread, spectacles and lenses, footwear, etc. Catalogues and full information are solicited.

General agency, No. 17663.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a commission merchant in Port Rico stating that he desires to secure agencies from American manufacturers and exporters. He does not specify any particular line. References are given.

Export agent, No. 17664.—An American consular officer in Brazil writes that an engineer and chemist in his district desires to arrange for the services of a general export agent in the United States, especially one who is familiar with machinery.

Gloves, etc., No. 17665.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter relative to an opportunity for the sale of all kinds of leather gloves and accessories, such as buttons, polishes, etc.

Omnibuses, No. 17666.—An American consular officer in South America reports that a company is being formed for the purpose of operating an automobile omnibus line. The company intends to purchase 6 cars at once and others at a later date. Cars with a seating capacity of about 20 passengers are desired. The machines will not require heating devices nor protection from rain. It is stated that the promoters of this enterprise are also thinking of purchasing motor trucks.

Oilcloth, dry goods, etc., No. 17667.—An American consular officer in a European country advises that an importer in his district is desirous of being placed in communication with American manufacturers of oilcloth, dry goods of all kinds, and men's and women's furnishings.

Mica, No. 17668.—An Italian firm informs an American consular officer that there is a good market in that country for mica, and requests the names of American mines producing this mineral.

Patent fuel, No. 17669.—An American consular officer reports that a West Indian railway purchasing about 600 tons of patent fuel per year wishes quotations on lots of 100 and 200 tons. It is stated that the fuel must be free burning and that it must not clog the grates. Quotations should be made c. i. f. destination.

Road-making machinery, No. 17670.—An American consular officer in India reports that a Government official in his district would be glad to receive illustrated catalogues on road-making machinery, together with prices, discounts, and terms of sale. The kind of machines required are those which cut and form a dirt road. Quotations should be made c. i. f.

Wrapping paper, No. 17671.—A report has been received from an American consular officer in Brazil stating that a firm in his district desires samples and prices of wrapping paper from American firms.

Colors, pigments, glass, etc., No. 17672.—An American consular officer in the United Kingdom reports that a firm in his district wishes to be placed in communication with American manufacturers of colors, pigments, oils, glass, metals, and similar articles with a view to obtaining large quantities.

Live stock, No. 17673.—An American consular officer in Brazil writes that a firm in his district requests American exporters to furnish quotations on 1 Holland bull, 1 year old; 1 Holland cow, 2 years old; 1 Jersey bull, 1 year old; and 1 Jersey cow, 2 years old. Photographs are requested and prices should be quoted c. i. f. destination. Correspondence may be in English.

Mica, No. 17674.—A firm of engineers in Brazil informs an American consular officer that it is in a position to export large quantities of mica and desires to be placed in communication with American importers of this mineral.

Brass tubing, screws, etc., No. 17675.—An American consular officer in Spain transmits a report relative to an opportunity for the sale of soldered and unsoldered brass tubing, assorted screws and steel shafting. The firm desires to receive net prices per 100 kilos (220 pounds).

NEW PAPER MILLS BEGIN WORK IN ONTARIO.

[Consul Julius D. Dreher, Toronto, Canada, July 26.]

The first run of paper from the large Abitibi pulp and paper mills at Iroquois Falls, Ontario, was made last week. Only one unit of the mills is now running, but two others are in process of construction. These mills, which are the largest in Canada, will be running to their full capacity by September.

During the fiscal year ending March 31, 1915, paper of all kinds exported to all countries from Canada amounted to \$16,202,044, of which the United States took \$12,980,512. Of the total paper exports to the States the printing paper was valued at \$12,126,982. The exports of news print paper from the Province of Ontario to the States during the calendar year 1914, as certified at American consulates and agencies, amounted to \$6,982,321, which was an increase of \$2,361,185 as compared with the exports for 1913.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Navy Department supplies, No. 2529.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until August 10, 1915, for furnishing the following materials: Firms interested therein should make application to the Bureau of Supplies and Accounts, giving the schedule numbers desired: Schedule 8570, steel nuts, eye protectors, bells for motor boats; schedule 8571, padlocks, bronze butt hinges, hardware, etc., brass squirt cans, 1-gallon paint cans, worm-gear chain blocks; schedule 8572, composition nuts, copper pipe, round monel metal, amorphous lubricating graphite, hard sheet brass; schedule 8575, fire tube vertical steam boiler; schedule 8576, oxygen in tanks, naval brass angles, brass plates; schedule 8581, installing automatic sprinkler system; schedule 8586, steam turbine-driven blowers; schedule 8587, installing high-pressure main; schedule 8588, steam hot-blast apparatus, exhaust fan, 5-horsepower induction motor, pulleys, shaft, etc.; schedule 8589, cannon percussion primers; schedule 8590, forging steel (breech plug), steel forgings (annealed shaft); schedule 8592, white ash, seasoned basswood, beech, birch and maple, mixed, thoroughly seasoned cherry, cypress, Louisiana cypress, lignum-vitæ, Mexican or African mahogany, hard well-seasoned maple, white oak, North Carolina pine, New England country pine, Virginia pine, white pine, yellow pine, New England spruce, spruce poles and sticks, sawn spruce, southern spruce; schedule 8593, North Carolina or Virginia pine creosoted piles, North Carolina ceiling grade pine, juniper poles (dock shores); schedule 8595, medium steel-hull plates; schedule 8596, light and heavy silk cartridge-bag cloth, silk cartridge-bag lacing cord; schedule 8597, spur-gear chain holsts, garbage incinerator, 350-foot rolls orthochromatic bromide paper, expanded metal; schedule 8599, machine-twist silk thread; schedule 8600, steel I beams, hot-rolled or forged carbon steel, annealed hot-rolled or forged steel, nickel-steel bars, nickel-steel forgings; schedule 8601, electrically heated sterilizing outfits, plumbing supplies; schedule 8602, 2,000-square-foot rolls template paper, North Carolina pine pitch, coal tar, 0.268-inch diameter steel wire, deep drawing sheet steel; schedule 8603, seamless drawn-copper pipe; schedule 8604, galvanized iron or steel buckets; schedule 8605, $\frac{1}{4}$ -inch boat chains, standard-weight and double extra-strong wrought pipe, standard-weight wrought pipe, galvanized wrought pipe, sheet lead, steel nuts and bolts; schedule 8606, burlap, Japan drier, rawhide lacing leather, upholstery leather, buoy lights, putty, flexible voice tubing; schedule 8607, loofa sponges, soluble cutting oil; schedule 8608, W. T. annunciators, carborundum sand, brass gate valves, composition unions, seamless drawn-copper tubing, soft-copper sheets, seamless drawn-brass pipe, soft-brass sheets; and schedule 8609, letter-carriers' satchels, new-pattern safes. Bids will be received until August 17, 1915, for the following: Schedule 8559, 24-inch, two-speed bench drill, double emery grinder, screw-cutting engine lathe; schedule 8560, universal bench-saw machine; schedule 8573, steel castings; schedule 8591, two-wheel hose carts, two-wheel chemical fire engine; schedule 8594, spar-stock Douglas fir, lignum-vitæ logs, maple, domestic white oak, California sugar pine, redwood, spruce; schedule 8610, steel plates and sheets; schedule 8611, ash oars, files; and schedule 8613, hull rivets.

Lighthouse tender, No. 2530.—Sealed proposals will be received at the Bureau of Lighthouses, Department of Commerce, Washington, D. C., for constructing the twin-screw, steel, gasoline-propelled, lighthouse tender *Palmetto*, about 170 tons displacement. Particulars upon application to the above-named office.

Construction work, No. 2531.—Sealed proposals will be opened in the office of the Supervising Architect, Treasury Department, Washington, D. C., August 27, 1915, for the constructions complete (including mechanical equipment, lighting fixtures, and approaches) of a one-story and mezzanine, stone and brick-faced building of 4,720 square feet ground area, partly fire-proof construction, composition roof, for the United States post office at Palatka, Fla. Drawings and specifications may be obtained from the custodian at Palatka, Fla., or at the Washington office.

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Washington, D. C., Saturday, July 31

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PANAMA'S EFFECT ON JAPANESE PORT.

[Extract from Japan Mail of June 21, by Consul General George H. Scidmore, Yokohama.]

The position of Muroran (a port of call in island of Yezo) as affected by the opening of Panama routes is well worth notice, says the captain of a Japanese warship recently dispatched there, as the port is the only coaling station in the East for those ships plying between the eastern ports, America, and Europe via the Panama Canal. Already the port has had 14 British ships and a Russian merchantman of a combined tonnage of 77,400 tons entering and clearing since the opening of the canal. Most of those vessels have come from either Philadelphia or New York to Vladivostock through the Panama Canal. It is open, however, to question whether this activity will be maintained after the war, but this much may be safely affirmed, that the port may be able to maintain its importance as a coaling station for vessels coming to the East through the new canal. Already a big store of coal is deposited at the port.

RESULTS OF FOREIGN TRADE OPPORTUNITIES.

The president of a hosiery mill in the United States writes one of the commercial agents of the Bureau of Foreign and Domestic Commerce that he has started a new plant with 100 knitting machines to make hosiery for men and women; that the capacity of the plant will be increased in the near future. The president states that as a result of "Foreign Trade Opportunities" which were sent to him through the branch office of the bureau, the new factory has already a number of orders for hosiery from Cuba and South America.

Japanese Exporters' Trade Directory.

Consul General George H. Scidmore has sent from Yokohama copies of an "Exporters' Trade Directory for 1915," compiled by the Japanese Government Commercial Museum, which may be consulted at the offices of the Bureau of Foreign and Domestic Commerce.

THE SWISS CALICO-PRINTING INDUSTRY.

[Manchester (England) Guardian, July 17.]

An instance of the effect of the war on neutral countries is to be seen in the present condition of the calico-printing industry in Switzerland. Although not so important a business as it was 15 or more years ago, it exports normally considerable quantities of prints to the Eastern and Far Eastern markets. A report from the chief center of the industry at Glarus says that the war brought several branches to a standstill. It was most marked in the case of the handkerchief-printing branch. Buyers everywhere sought to cancel contracts or postpone delivery, with the result that producers were left with large quantities of finished and half-finished goods on their hands. Not until toward the end of the year was it possible to resume production, and then only on a limited scale.

The settlement of accounts has been a matter of great difficulty. From some markets it has been impossible to obtain any payment whatever, while in other cases payment from abroad has been seriously handicapped owing to unsatisfactory rates of exchange and the general commercial uncertainty. New business has been checked by the extremely high prices of dyestuffs and drugs, transport difficulties and high cost of carriage. Before the war battick printers were fairly well employed, but closed down immediately and did not recommence until October, when shipment of goods to the Dutch Indies—the only market for these goods—again became possible. Up to the present it has been impossible for Swiss printers to work more than three or four days a week, and the general position is thought likely to remain unsatisfactory for some time. Owing to the high drug and dyestuff prices, we are told, the former “cheap” styles are now among the most expensive.

ENGLISH FARMERS DO NOT FAVOR SUGAR BEETS.

[Consul J. S. Armstrong, jr., Bristol, England, July 2.]

The Journal of the British Board of Agriculture reports that experiments in the cultivation of sugar beets have been carried on during the past few years in the best working soils in this district, embracing the area from Tewkesbury in Gloucestershire to Bideford in North Devon. These experiments show that heavy crops with a high percentage of sugar could be obtained. An average of 15 tons of washed beets were obtained to the acre.

In spite of the satisfactory results of these experiments, however, only three out of every twenty farmers who have experimented in beet growing have given assurances that they would cooperate in supplying roots to a factory should any of the proposed schemes materialize.

The Board of Agriculture accounts for this lack of enthusiasm in regard to the proposed new industry partially by the general inclination of the farmers of these districts to adhere to established customs. The assured profits at present being obtained for corn, beef, mutton, and mangolds in the local market, and the natural preference to adhere to a business in which profit is assured rather than run any risk in a new and uncertain venture, are other reasons why the farmers are indisposed at taking up beet growing. The introduction of this crop would also involve the breaking up of grass land, and this is impracticable during the present labor shortage.

INCREASED IMPORTS INTO HONDURAS.

[Consul John A. Gamon, Puerto Cortes, Honduras, July 20.]

Values taken from the customs records at Puerto Cortes show a slight increase in total imports to this district for the second quarter of the year over the corresponding period of 1914. Expressed in United States currency, the figures are:

Country of origin.	April to June.		Country of origin.	April to June.	
	1914	1915		1914	1915
United States	\$313,477	\$355,578	France	\$11,489	\$2,623
United Kingdom	25,307	26,061	Spain	2,771	3,225
Germany	38,714	6,839	All others	3,100	1,361
Central American countries ..	2,345	16,302	Total	401,993	412,423
Italy	4,795	444			

England continues to ship cotton fabrics, such as percales, cambrics, satines, and gingham, and these items make up the greater share of the importations from that country.

Increase in Central American Goods.

A noticeable feature is the increase of imports from the Central American countries. Practically all of the change in this division is due to the increased importations of sugar and candies coming from Guatemala. It is interesting to note that cheap hard candies are now manufactured in Guatemala and are coming into this district in fair-sized shipments. This will have a tendency to displace certain candies which have been imported in considerable quantities, as stated in COMMERCE REPORTS of March 26, 1915.

There has been an increasing importation of beans, corn, and flour during the last three months, and practically all of this has come from the United States.

JAPANESE STEAMSHIP PROFITS.

[Consul General R. E. Mansfield, Vancouver, British Columbia, Canada, July 16.]

The semiannual report of the Nippon Yusen Kaisha Steamship Co., which operates 92 steamships, including the fleet operating between the Pacific coast and the Orient, shows a gross profit of \$2,614,640 for the six months ending March 31, 1915. Of the total, \$1,420,504 is deducted for depreciation, insurance, and structural repairs. Including \$412,298 brought forward from the previous six-month period, the company on March 31 had a balance of \$1,606,435.

From this surplus, \$59,706 was added to the reserve fund, \$100,000 to the fund for extensions and improvements of service, \$250,000 to the reserve fund for construction and repair of buildings, and \$150,000 to the special reserve fund, while \$550,000 is absorbed by a dividend recommended by the directors at the rate of 10 per cent a year.

After deducting the appropriations and the dividend, the company had a balance of \$441,728 to carry forward into the present half year.

The line owns 91 of the steamships operating under its flag and also has 1 under charter. The gross tonnage of its own steamship fleet aggregates 416,788. It also owns 38 tugs and steam launches, with an aggregate gross tonnage of 1,220 tons. The chartered steamship has a gross tonnage of 3,755. Three new vessels, each of 7,300 gross tons, are under construction for the company.

SODIUM SALTS IN THE PURIFICATION OF CLAYS.

In Technologic Paper No. 51, issued by the Bureau of Standards, Washington, D. C., the results of some work involving the addition of small quantities of sodium carbonate and sodium silicate to clay suspensions are published. Clays mixed with water may be considered to consist of a system of fine particles varying from comparatively coarse to very fine grains 0.003 mm. and less in diameter. It is a curious fact that these fine particles are very sensitive to the influence of small quantities of alkalies, salts, and acids, and hence the properties of the clays as a whole are affected to an important degree by such additions. Alkalies tend to break down the grains into still finer particles and to hold them in suspension. At the same time the fluidity of the system is increased so that a separation is possible between the particles capable of greatest dispersion (the clay substance proper) and the coarse particles which comprise the principal impurities. A method of purifying clays is thus suggested. Acids and salts act in the opposite sense, tending to coagulate the particles and to precipitate them. In the casting process employed in the manufacture of sanitary ware and other clay products the effect of the alkalies consists essentially in reducing the water content, and with it the drying shrinkage, which is essential in preventing the cracking of the ware. In this paper the characteristic effect of the alkalies upon different American clays was studied from several standpoints, particularly with reference to the viscosity of the clay suspensions, the absorption of the reagents, the strength of the treated mixture in the dried state, and the influence of time. The effect of different clays upon each other was also studied.

NEW AGRICULTURAL IMPLEMENT WANTED.

[Vice Consul Charles E. Taylor, Leeds, England, July 15.]

The countries at war are each faced with questions relating to food supply and suggestions are coming forward, some of which may bear fruit in the future. For instance, the agricultural correspondent of the Yorkshire Post has recently been drawing attention to the value of deep cultivation. The results of deep trenching cultivation by means of the spade in the garden have been compared with the results from the shallower cultivation, which is alone possible on the farm with the means at hand. It is thought that the time is ripe for the introduction of a farm implement which will work the land deeper than has been possible hitherto. One correspondent says:

What is now needed is a small stiff-built motor-driven trenching machine which will reproduce the effect of hand digging. The action of such a machine is by no means obvious and its making presents a host of difficulties, but they are not insuperable. It must be adjustable as to depth of working and must be capable of either reversing the top and bottom spits or of reversing the top spit and breaking up the bottom spit, according to the quality of the under soil; and its action must be such as will allow of manure being placed between the spits or at the bottom of the trench as desired. It is to be borne in mind that by deep working the productiveness of a given area of ground may be nearly doubled on practically the same input of manure; and the importance of this to the present food situation is sufficiently evident. Many thousand acres of starved pasture might profitably be converted into market gardens this winter were the means of performing the work at hand, but to bastard-trench an acre of pasture by hand costs seldom less than £15 (\$73) and often more than £20 (\$97.33), even when the labor is to hand.

VISCOSITY OF PORCELAIN BODIES HIGH IN FELDSPAR.

In these tests at the Bureau of Standards, Department of Commerce, the degree of softening of previously fired porcelain bars subjected to a tensile stress of 14.5 pounds per square inch, at a series of temperatures between 1,275° and 1,380° C., was determined by measuring the elongation. In a paper on this subject it is stated that the object of these tests was to obtain data for selecting compositions showing the greatest rigidity at the highest kiln temperatures for the purpose of selecting bodies causing least loss in manufacture due to deformed ware.

Higher contents of feldspar increase the viscosity of low-clay compositions markedly. In a 45 per cent kaolin-clay body 35 and 40 per cent of feldspar are most effective in decreasing the viscosity, but higher percentages again increase it. Still higher clay contents cause the softening effect of feldspar to diminish decidedly. Flint, in high feldspar bodies, does not seem to be an important factor in governing the viscosity. For high-temperature porcelains high-clay content is essential. High-clay bodies having feldspar as the only other constituent show very great viscosity.

The function of viscosity is not a continuous one. After attaining a certain degree of softening, a well-defined rigid state ensues, which does not tend to approach further softening until a temperature of 1,345° has been reached. Beyond this point the second stage of decided softening is entered upon. Although showing the same degree of viscosity at 1,388°, bodies may be divided into several classes according to the degree of softening observed between 1,300° and 1,345°.

BRADFORD SHIPMENTS TO THE UNITED STATES.

[Consul Augustus E. Ingram, Bradford, England, July 15.]

The declared exports to the United States from the Bradford consular district during June, 1915, amounted to \$1,182,109, as compared with \$1,127,731 in the previous month and \$2,814,799 in June last year. The largest decrease as compared with a year ago was in raw wool, the shipments of which amounted last month to only \$117,974 (all merino), as against \$854,246. Wool tops and yarn, owing to the embargo, showed a big decline, as did also woollens and worsteds, dress goods, coat linings, etc. The items which showed an increase were raw mohair, mohair tops, and spun silk yarn.

The total value of the declared exports for the six months ended June 30, 1915, was \$7,624,463, as compared with \$17,494,869 in the corresponding period of last year and \$5,040,990 in the first six months of 1913.

A SUCCESSFUL SCOTTISH MUNICIPAL TRAMWAY.

[Consul E. Haldeman Dennison, Dundee, July 13.]

The municipal tramways of Dundee have a credit balance for the past 12 months of \$121,252 out of \$332,254 gross receipts. Working expenses, including maintenance of lines and war allowances and bonuses, were \$211,002. The average fare per passenger works out at 1.7 cents. Passengers carried numbered 18,753,120. The total mileage run was 1,388,345. The system has 72 electric cars, 6 having been added during the year.

CEMENT TRADE OF AUSTRALIA.

[Commercial Attaché William C. Downs, Melbourne, June 26.]

Whether the United States will be able to obtain a good proportion of the orders for Portland cement which Australia was accustomed to place in Europe before the outbreak of the war appears to depend entirely upon the rates of ocean freight from the United States, as compared with those from England and Scandinavia.

The demand for cement by the Federal and State Governments for public works, and by private contractors for construction purposes, is constantly increasing, and it is apparent that the local production, although large, is not sufficient to satisfy it. Under present conditions it is difficult to make the local manufacture of cement keep pace with the demand, as the industry requires the investment of fairly large capital and the installation of special machinery which is difficult to obtain.

It is estimated by the Interstate Commission, which has just completed its investigation of the industry in Australia, that for the calendar year ending December 31, 1913—the last year for which full statistics are available—200,000 tons were produced in Australia, while 125,000 tons were imported. The average wholesale price per cask of 400 pounds was 12s. 6d. (\$3.04) with duties paid, duties during that period being 9d. (18 cents) per 112 pounds for cement from the United Kingdom, and 1s. (24 cents) per 112 pounds for that from other countries. Imports were derived as follows, in tons: United Kingdom, 31,000; New Zealand, 2,700; Germany, Austria, and Belgium, 81,000; Scandinavia, 9,000; United States, 400.

Local Production—High Import Costs.

The local production was divided among five factories—two in New South Wales with a capacity of about 145,000 tons, two in Victoria with a capacity of about 38,000 tons, and one in South Australia with a capacity of about 17,000 tons.

As a rule cement is not shipped from one State to another, owing to the very high rates of local freight, so that States which have no factories, such as Queensland, Western Australia, and Tasmania, are likely to look abroad to satisfy their requirements. The imports of the States named were, in 1913, about 46,000 tons. Moreover, any deficiency of supplies in the other States is as likely to be met by importations as by shipments from a producing neighboring State. It is reasonable to infer, therefore, that for some time to come Australia will continue to import considerable quantities of cement. Two new companies, one in Queensland and one in New South Wales, each with a capacity of about 30,000 tons, were in contemplation, but their plans seem to have been suspended on account of the war.

The failure of the Australian factories to increase their output, the cutting off of shipments from Germany, Austria, and Belgium, which had furnished nearly 65 per cent of the total imports, and the difficulty of supplying the demand promptly from other sources, caused a scarcity of cement in Australia during the last half of 1914, and prices rose to a figure not wholly accounted for by the high ocean freights. Within the last few weeks as high as 22s. 6d. (\$5.48) per cask has been reached, the present duties being 1s. (24 cents)

from the United Kingdom and 1s. 6d. (36 cents) per 112 pounds from other countries. The placing of forward contracts in Scandinavia and Japan have, however, brought prices for future delivery down to from \$4.38 to \$4.87 per cask. Freight from Norway and Sweden are said to be from 35s. to 40s. (\$8.52 to \$9.73) per ton. At similar rates there is every reason to believe that American cement could readily be sold in this market at competitive prices.

As especially high grades of English cement are bringing even higher prices than those above mentioned, the American cement should be preferred to the Japanese, the quality of which has not been thoroughly tested in this market.

It may be noted that the Interstate Commission has concluded that, the local factories having a high natural protection in the form of heavy ocean freights, the duties might well be reduced to 6d. (12 cents) per 112 pounds on cement from the United Kingdom and to 1s. (24 cents) on that from other countries.

The following calculation may be of interest and serve as a guide:

	Per 2,240 pounds.
Cost on board per 400 pounds, \$1.38-----	\$7. 73
Freight, at 40s. per 2,240 pounds-----	9. 73
Insurance -----	. 25
	<hr/> 17. 71
Shipping charges 2½ per cent-----	. 44
	<hr/> 18. 15
Duties 1s. 6d. per 112 pounds (at 4.865)-----	7. 30
	<hr/> 25. 45
or \$4.55 per 400 pounds.	

MARKET IN GREECE FOR COFFEE, RICE, AND LUMBER.

[Consul A. B. Cooke, Patras, June 29.]

There is a brisk demand in this district for coffee, rice, and lumber, all of which articles must be had in large quantities to meet the actual current needs of this market.

Rice.—A good quality is desired; something that will take the place of the fine grade known on this market as "Carolina," which latter is a long, slender grain, distinctly translucent, and having a polished appearance.

Coffee.—A medium good quality is needed. Imports are made of the green coffee in sacks.

Lumber.—Two kinds of lumber are in brisk demand—a light lumber (white spruce) for making cases for currants, and staves of tough flexible wood for making currant barrels. (See COMMERCE REPORTS, Apr. 27 and July 17, 1915.)

Quotations should, if possible, be c. i. f. Patras rather than f. o. b. New York.

Samples.—Interested firms would do well to send to this consulate small samples clearly labeled with prices, etc. It must be remembered that this market is not as yet acquainted with American coffees, rices, or woods. Local merchants are accustomed to buy as per sample, and they are continually asking this consulate if samples are obtainable. Samples can be sent by parcel post.

CHANGES IN JAPAN'S FOREIGN TRADE.

[Extract from Japan Times of June 30, by Consul General George H. Scidmore, Yokohama.]

One of the points which attract attention in the report on Japan's trade for the first five months of 1915, lately published by the Finance Department, is the falling off recorded for the Japan-China trade. Trade with China proper shows a decrease of \$12,997,800, or 30 per cent, as compared with last year, while Kwantung Province is shown to have taken \$996,000, or 18 per cent less. Considering that the import from the west into China suffers almost to the same degree, it is evident that the boycott is not alone responsible for the decrease. The war must be taken as largely accountable for it.

Another striking point is the annihilation of trade with Germany, Austria, and Belgium. Trade with Italy, the Netherlands, Switzerland, Norway, and Turkey is also shown to have been curtailed to no mean degree. America also is shown to have taken \$7,021,800 less than last year.

Sales Increased in Many Countries.

On the other hand all Asiatic countries, with the exception of China and French Indo-China, have taken more during the period. Especially is this true of Asiatic Russia, which is shown to have taken \$11,454,000 more this year, an advance of almost 1,200 per cent on the preceding year. It is evidently due to the increasing demand for war materials for Russia proper. The share of British India and the Straits Settlement has shown an advance of \$1,494,000 and \$249,000, respectively. In the shares of the Dutch Indies, the Philippines, and Siam also there is an advance of \$547,800, \$149,400, and \$149,800, respectively, being due to the stoppage of supply from the west. The export to Great Britain shows a striking gain of \$7,569,600 on the preceding year, while Russia's purchases have leaped from \$498,000 to \$1,494,000, all being accounted for by the ever-increasing war demand in the two countries. Curiously enough the export to Sweden has witnessed a jump from \$9,996 to \$44,820, owing to the increased purchase of arms and ammunition. Spain and Denmark's shares have also, very curiously, remained unchanged.

South American Republics, Australia, and South Africa are shown to have tried to replenish their stocks of Western goods with Japanese manufactures. The only exception in this case is Egypt, where demand for Japanese goods has shown a decrease since the war began. All accounts balanced the net decrease in the year's export trade comes to 7 per cent or \$9,213,000.

Japanese Imports.

Under imports into Japan, China, and Australia are shown to have greatly increased their trade during the period. Though the shares of Russia, Sweden, Norway, Spain, Denmark, and Turkey show an increase, they are not so great as to affect the whole trade result. It is only interesting in that it shows how the Japanese manufacturers, to whom the supply of raw materials from Germany was stopped, tried to make good the gap created. The imports from China show an increase of \$5,478,000, while Kwantung Province

sent \$498,000 more. Australia shows a sharp increase of \$2,988,000 or nearly 90 per cent. This increase demonstrates how the Japanese manufacturers have tried to meet the increasing demand for war materials from overseas, as almost all the increased supply from those countries is raw material, employed in those lines.

The import from Great Britain shows a decrease from \$21,912,000 last year to \$10,956,000, while the figures for Belgium have come down from \$1,693,200 to \$64,740. To some extent trade with the enemy is maintained. While Germany has sent \$2,091,600 against \$12,948,000 for last year, Austria shipped \$19,920 against \$498,000 for last year. The import from other sources shows a more or less sharp decrease, the total exhibiting a decrease of 23 per cent or \$36,354,000.

COMMUNICATIONS DIFFICULT WITH AUSTRALIA.

[Consul General J. I. Brittain, Sydney, June 25.]

In conducting business with Australia the business men of the United States have to contend not only against a preferential tariff but also against postal rates, which are two and a half times those from Australia to any over-sea port of the British Empire, and two and a half times the postal rates from New Zealand to the United States.

If the Governments of the United States and Australia were to reduce the postage between the two countries to 2 cents for first-class matter (letters weighing not over half ounce), it would facilitate commercial transactions between the two countries.

Another inconvenience is the irregular arrival of steamers carrying American mails. Under the present arrangement little attention is paid to the convenience of business men. For example, it is two weeks since the arrival of the last mail steamer from America, and next week three mails will arrive, viz, on Monday, Tuesday, and Friday, two coming by way of San Francisco and one by way of Vancouver. One of the San Francisco boats left two weeks before the steamship *Ventura*, but will only land its mails at Sydney the same day as the *Ventura*. American mails coming by such slow steamers certainly inconvenience business interests.

American business men are placed at a further disadvantage in not being able to send week-end cable messages by wire from the United States to Montreal to be transmitted from there by cable. I understand that all week-end messages from the United States to Australia or New Zealand must be sent by mail from the United States to a transmitting cable office in Canada. Week-end messages can be sent from Australia and New Zealand by wire to Canada and the Canadian postal authorities personally forward such letters to any part of the United States by registered mail.

The minimum charge for week-end messages from Australia to the United States is 12s. 1d. (\$2.94) for 19 words, which includes the cost of postage and registration from the Canadian office to the United States. Deferred cablegrams from Australia to the United States cost 1s. 2d. (28 cents) per word and full-rate messages 2s. 4d. (57 cents) per word. Most business men use the deferred service, which appears to be perfectly satisfactory.

SWANSEA'S TRADE FOR FIRST HALF OF YEAR.

[Vice Consul W. L. Jenkins, Swansea, Wales, July 13.]

The total imports into Swansea Harbor, coastwise and foreign, for the first six months of 1915 amounted to 429,429 tons (ton=2,240 pounds), as compared with 509,513 tons for the corresponding period in 1914, a decrease of 80,084 tons.

The total exports, coastwise and foreign, for these months in 1915 were 2,626,963 tons, as compared with 2,871,548 tons in 1914, a decrease of 244,685.

Of the total imports iron ore increased 7,324 tons; sulphur ore, pyrites, salt, and chemicals 11,718; and grain 2,321 tons.

The principal items showing a decrease were: Tar and pitch, 16,087; copper, silver, lead, and tin, with their ores and alloys, 6,608; zinc ore and alloys, 2,415; iron, steel, pig iron, and castings, 21,977; steel bars and billets, 15,264; deals, battens, and boards, 8,073; pit-wood, 2,804; bricks, slates, cement, etc., 6,840; flour, potatoes, etc., 1,995; sugar, 7,428; fish, 1,377.

The increase in the iron ore and the small decrease in the zinc ore are said to be due to the fact that several prize cargoes of these articles were entered at this port. The corresponding estimated decrease for imports of general merchandise is 11,579 tons.

Of the exports, the only items showing an increase during this period from January to June, inclusive, 1915, over the same period in 1914, are copper, copper ore, spelter, etc., 2,001 tons; iron, steel rails, castings, etc., 5,973 tons; alkali, superphosphate, arsenic, etc., 5,201 tons.

The principal items showing decreases in tonnage for this period are: Coal and coke, 111,203; patent fuel, 73,500; tin, terne, and black plates, 44,845; galvanized sheets, 18,260; flour, grain, potatoes, etc., 940; ale, stout and spirits, 75. The corresponding estimated decrease for exports of general merchandise is 7,937 tons.

Large Shipments of Coal and Coke During June.

Although the official figures for both exports and imports for six months do not as a whole compare favorably with the corresponding figures for 1914, it is encouraging to note that during June, 1915, the exports exceed those for June, 1914, by 61,804 tons, due principally to the exportations of coal and coke, this item alone showing an increase of 85,683 tons. It is accounted for by the fact that coal may now be shipped to Italy without the special licenses previously required.

No tin plates were exported to Russia, as against 2,139 tons in the corresponding month of last year, and only 633 tons to Norway, as against 4,204 tons last year, this, of course, being due to the restriction placed upon tin plates. There was a slight increase in the shipments to Holland, those to France shared an increase of 5,000 tons, and those to Japan of 6,000 tons. The total was 29,375 tons, as against 33,105 tons for June of last year.

The total imports for June, 1915, are 18,431 tons less than those for June, 1914, and 23,612 tons less than those for May, 1915.

Declared Exports to the United States.

The exports declared at this consulate for the United States for the first six months of 1915 amount to \$93,960, a great decrease from

the corresponding figures last year. Tin plates were exported for this 1915 period to the value of \$25,354, while for the same time in 1914 they amounted to \$363,536. Shipments of oxalic acid amounted to \$4,019 only, as compared with \$27,250 in 1914.

The principal articles showing an increase are copper scale, \$23,942 as against \$15,626, and hides and skins (roans) \$126,327. None of the latter were shipped in the corresponding period for 1914. The large decrease in the total declared exports can readily be seen from the fact that for 12 months in 1914 they amounted to \$554,042, while for half this period in 1915 they amount to only \$93,960.

Statistics of Imports and Exports.

Statistics showing the imports and exports in detail for the first six months of 1913, 1914, and 1915 are here given in tons:

Articles.	1913	1914	1915
IMPORTS.			
Tar and pitch.....	35,019	32,624	16,537
Copper, silver, lead, tin, their ores and alloys.....	28,003	29,227	22,619
Zinc ore and alloys.....	21,122	31,546	29,131
Iron ore.....	35,220	44,851	52,175
Iron, steel, pig iron, and castings.....	65,845	71,491	49,504
Steel bars and billets.....	28,473	15,514	250
Deals, battens, and boards.....	16,333	14,116	6,043
Pittwood.....	59,937	52,219	49,415
Bricks, slates, cement, etc.....	17,573	22,174	15,334
Sulphur ore, pyrites, salt, and chemicals.....	27,852	22,999	34,717
Flour, potatoes, etc.....	10,318	13,614	12,619
Grain.....	38,956	37,704	40,025
Sugar.....	7,733	8,328	930
Fish.....	4,173	4,230	1,853
General merchandise (average).....	118,479	108,886	.....
General merchandise (estimate for 1915).....	.....	.....	97,307
Total.....	515,038	509,513	429,429
EXPORTS.			
Coal and coke.....	2,195,053	2,069,812	1,958,600
Patent fuel.....	478,453	457,628	384,128
Copper, copper ore, spelter, etc.....	1,743	734	2,735
Iron, steel rails, castings, etc.....	1,319	1,537	7,510
Tin, tinne, and black plates.....	179,204	195,522	150,737
Galvanized sheets.....	26,270	27,213	8,953
Alkali, superphosphate, arsenic, etc.....	14,374	11,251	16,452
Flour, grain, potatoes, etc.....	7,058	7,429	6,459
Ale, stout, and spirits.....	1,218	1,362	287
General merchandise (average).....	111,025	99,000	.....
General merchandise (estimate for 1915).....	.....	.....	91,083
Total.....	3,015,717	2,871,548	2,620,903
Total imports and exports.....	3,530,753	3,381,061	3,050,392

INDIANS IN THE UNITED STATES.

The Census Bureau has recently issued a report, Indians in the United States, in which are brought together all the principal statistics relating to the Indian population which were collected at the census of 1910. The data given cover such matters as geographical distribution, density of population, linguistic stocks and tribes, sex, age, marital condition, polygamy, pure and mixed bloods, fecundity and vitality, school attendance, illiteracy, inability to speak English, occupations, and Indians taxed and not taxed. Anyone desiring a copy of this report, which is a quarto publication of 285 pages, can obtain it by addressing the Director of the Census, Washington, D. C.

OPENING FOR AMERICAN GOODS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, June 25.]

Attention is again called to the increasing demand in New Zealand for American goods, and the sooner American interests get after this business the better. Here is an excellent chance to get a foothold that may mean much in years to come. The New Zealand Herald, a leading daily of Auckland, has the following to say covering the shortage of imports:

The chief shortages in supplies exist in drapery and soft goods, in ironmongery and hardware, in groceries, in boots and leather goods, and in drugs. Drapers, ironmongers, and grocers are the worst sufferers, and consequently it is in their commodities that the public of Auckland will find it necessary to accept substitutes for certain lines, to lessen their demands for others, and in some instances to do without altogether.

The volume of New Zealand's imports in drapery may be gauged when it is pointed out that in 1913 their monetary value reached a total of about £4,250,000 (\$20,682,625), including apparel, hosiery, and silks, these being the latest figures obtainable. Auckland drapery importers, discussing the situation, state that the war has caused a very serious falling off in these figures. Before the outbreak of hostilities they used to supplement shortages by depending on Dominion supplies, but now the New Zealand factories are so glutted with work, partly for the military authorities, that wholesale drapers have to take a secondary place in the demand for supplies.

Home production is curtailed in the same way owing to the necessity for equipping the British and allied forces. This prior call affects New Zealand supplies of all textiles. In addition there is the difficulty being experienced in getting goods shipped from home. One firm—typical of many—states that it has had goods lying at Liverpool since December last awaiting shipment. Frequently it occurs that about three cases of goods, out of an order of 50 cases, comes forward, the rest having been swallowed up in the glut of cargo at the British docks.

The best way to secure this business would be to send out thoroughly qualified salesmen with samples, prepared to send in orders by cable for immediate delivery, for the merchants have neglected to order elsewhere, hoping their orders from England would come forward, until now they are hard pressed; and, being out of touch, do not know just where to turn. Salesmen sent to New Zealand and Australia should have Anglo-Saxon names.

Business conditions are as good, if not better, here than in any part of the world at this time. Exports are greater than ever before, and at greatly advanced prices, and the outlook is good.

CHINESE-MADE BISCUITS.

[Consul General George E. Anderson, Hongkong, June 21.]

Chinese department stores in Hongkong are trying to popularize biscuits of various sorts manufactured by Chinese concerns in Shanghai and Hongkong in imitation of English and American made biscuits, particularly certain well-known English brands. The goods are packed similarly to the original foreign-made goods, and have the added merit of being suitably described in Chinese characters on the packages. With the high price of flour and other food products in the United States and Europe, the cost of foreign biscuits has gone beyond the reach of many Chinese families which have been able to use them to some extent under normal conditions, and this effort to introduce Chinese-made goods at a lower price has the merit of offering a cheaper substitute for the better goods. These biscuits are being sold in fair volume in Hongkong.

OIL STOCK ACCUMULATIONS IN JAPAN.

[Extract from Japan Times of June 30, by Consul General George H. Scidmore, Yokohama.]

It is reported that the oil market is threatened with a certain company's recession from the price convention and the resulting resumption of competition. Although it is denied by all as a groundless rumor, it is a fact too plain to be doubted that all Japanese oil interests are worried over the steady accumulation of stocks.

The progress in Japan may be demonstrated, among other things, by the fact that during the first half of this year the Nippon Oil Co., the biggest of the Japanese oil companies, got 780,000 koku (37,174,800 gallons) or upward against 1,140,000 koku (54,332,400 gallons) for the whole of last year, or an increase of over 30 per cent. The yield of other Japanese companies this year invariably shows a gain of 20 to 30 per cent over last year. With this progress the import of foreign oil has fallen off year by year. The progress of Japan's oil industry, therefore, is a great menace to the foreign interests concerned. The import this year has been 13,399,753 gallons, valued at 3,033,008 yen (\$1,495,498), a drop from last year of 858,569 gallons, valued at 376,694 yen (\$187,594).

In these circumstances the maintenance of the convention must be a source of vexation to both foreign and domestic parties. The increased sale of cheaper light oil, coupled with the usual decline of demand in summer, has tended to curtail the sale of their goods to no small degree lately, but dealers are forbidden to meet the situation by reduction of prices. Therefore dealers have been greatly distressed, and have urged the Japanese companies to allow some latitude in the quotations.

(The falling off in imports of oil from the United States can be traced to the high freight rates, rather than to any other cause.—Ref. COMMERCE REPORTS No. 55a, of Apr. 5, 1915.)

BRICK ROADS GROW IN FAVOR.

A rapid increase in the mileage of vitrified brick roads in this country is predicted in a new bulletin (No. 246) of the United States Department of Agriculture. Such roads possess distinct advantages—durability under all traffic conditions; afford easy traction and moderately good foothold for horses; and, third, easy to maintain and keep clean. However, they are expensive to construct.

The following formula is a rough guide for the probable expense of a brick road with a 6-inch concrete foundation and suitable grades: Cost per square yard, $1.90 L + 0.213 C + 0.138 S + 0.157 A + 0.040 B$.

In this formula C equals cost of cement per barrel, S equals cost of sand per cubic yard, A equals cost of coarse aggregate per cubic yard, B equals cost of paving bricks per 1,000, and L equals cost of labor per hour. Thus, if labor costs 25 cents an hour, the labor cost per square yard of pavement will be 1.93 times 25 cents, or 48.25 cents. The cost of the cement per square yard will be 0.213 times the price of a barrel, and so on with the other items.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

- Machinery**, No. 17687.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a firm in the United States stating that it has an inquiry for 12 machines for the manufacture of double-stranded (plaited) straw rope.
- Steel-wire trawling warps**, No. 17688.—An American consular officer in Portugal has transmitted a report, with specifications, etc., relative to a request for steel-wire trawling warps, iron-wire ropes, etc. A copy of his report may be had on application to the bureau or its branch offices.
- Water meters, cast-iron pipe, road rollers, steel bridges, etc.**, No. 17689.—An American consular officer in Chile transmits a report relative to an opportunity for the sale of water meters, cast-iron pipe, road rollers, steel bridges, etc. He states that the city will attempt to finance public construction through the proceeds of the sale of municipal bonds.
- Fruit and vegetables**, No. 17690.—A business man in Brazil writes an American consular officer that he desires to make experiments in importing fruit products, etc., from the United States.
- Yarn, thread, electric lamps, office supplies, etc.**, No. 17691.—An American consular officer in Serbia has forwarded a detailed report relative to a possible opportunity for the sale of rubber shoes, ammonla, copper sulphate, cotton yarn and thread, electrical supplies, agricultural implements, typewriters, office supplies, beer, hardware, paper, etc. A copy of his report may be had on application to the bureau or its branch offices.
- Coal**, No. 17692.—An American consular officer in Switzerland reports that an association in his district desires to communicate with American producers and exporters of coal. Specifications, etc., may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.
- Demijohns**, No. 17693.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in Cuba who desires to communicate with American manufacturers of demijohns and similar containers. An illustration of the demijohn may be seen at the Bureau or its branch offices.
- Timber**, No. 17694.—An American consular officer in Brazil transmits the name and address of a firm in his district which desires to be placed in communication with American importers of Brazilian hardwoods, such as rosewood, cedar, etc. Correspondence may be in English. References are given.
- Bagging**, No. 17695.—Supplementing Foreign Trade Opportunity No. 16048 a consular officer in France has transmitted samples of woolen cloth which is desired for peanut bagging, etc. The cloth is desired in the following widths: 13.78 and 20.47 inches. The warp is a thread composed of 48 twisted yarns by groups of eight. Quotations should be made c. i. f. destination. Correspondence may be in English. The cloth should correspond exactly to the sample, which may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.
- Hardware**, No. 17696.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a manufacturing firm in England stating that it desires to represent American manufacturers and exporters of hardware, etc.
- Cotton piece goods, sateens, notions, etc.**, No. 17697.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a man in the United States who states that he is arranging a business trip covering the principal cities of China, India, and Burma; that he desires to represent American manufacturers and exporters of cotton piece goods, woolens, sateens, notions, men's furnishings, hosiery, and underwear. He states that he has traveled extensively in the countries named, and has a thorough knowledge of the requirements of both the white and native population.
- Banana flour**, No. 17698.—A representative of the Colombian Government in Washington, D. C., called at the bureau stating that he is in receipt of communications from business men in his country who desire to receive information relative to a possible market in the United States for the sale

of banana flour. The men also desire to know how banana flour should be packed for shipment to the United States and all information which will enable them to market their product. The men are anxious to receive catalogues, price lists, and full information relative to machinery to be used in the manufacture of banana flour.

Oil meal and corn meal, No. 17699.—A commission merchant in the West Indies, who is now in New York City, is desirous of obtaining agencies for the sale of oil meal and corn meal. New York City reference is given.

Advertising agencies, No. 17700.—A representative of a foreign Government in the United States informs the Bureau of Foreign and Domestic Commerce that a publishing company in Colombia desires to receive names and addresses of American advertising agencies; also the names and addresses of American manufacturers and exporters who may be in need of an advertising medium in Colombia.

Bakers', millers', and bagmen's supplies, No. 17701.—A wholesale commission merchant in Australia desires to represent American manufacturers and exporters of supplies for bakers, millers, and bagmen. Prices, catalogues, and full information should be supplied at once. The merchant is now in New York City.

Hides and coffee, No. 17702.—A representative of a foreign Government in the United States informs the Bureau of Foreign and Domestic Commerce that he is in receipt of a letter from a business man in Colombia who desires to act as an export agent for hides, coffee, and other natural products of Colombia.

Tannic acid, No. 17703.—The commercial attaché of the Department of Commerce in France writes that a business man in that country is in need of tannic acid for medicinal and wine-manufacturing purposes. He states that the tannic acid desired is that made from "China galls" and not the tannic acid obtained from bark. The man states that he buys outright and also acts as a manufacturer's agent.

Barley, No. 17704.—A foreign consular officer in Chicago reports that he is in receipt of a communication from a business man who desires to receive names and addresses of exporters of barley for malting. The man desires to buy large quantities of the new harvest. Quotations are desired c. i. f. destination, if possible, otherwise f. o. b. American ports, per 100 kilos, net weight, inclusive of export packing. The grades especially desired are "Manchuria" and "Oderbrucker." Samples should be sent.

Paper pulp, agricultural implements, cotton, etc., No. 17705.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from an electrical engineer in New York City stating that he is in receipt of a letter from a firm in Italy which desires to form commercial relations with American exporters of cotton middlings, paper pulp, and agricultural implements. The man desires to receive the names and addresses of such manufacturers in order that he may visit them between August 1 and August 15.

Brass and zinc plates, etc., No. 17706.—A Portuguese firm writes an American consular officer that it is in the market for brass in plates and in rolls, nicked zinc in plates, round steel wire for umbrellas, paragon steel wire for umbrellas, iron tubes polished and nicked for umbrellas, copper wire, and hides and skins of all kinds. Prices should be made c. i. f. destination. Correspondence may be in English. References are given. It is stated that cash will be paid less discount after receipt and examination of the goods. Catalogues, price lists, and full information should be sent at once.

Zinc, No. 17707.—An American consular officer in Italy reports that a business man in his district desires to secure an agency for the sale of first-fusion zinc in that country. References are given. Correspondence may be in English.

Food products, etc., No. 17708.—An export and import agent in the Netherlands informs an American consular officer that he desires to establish commercial relations with and represent American manufacturers and wholesale dealers and exporters of linseed oil; cottonseed oil; fish oil; palm oil; sugar; Virginia tobacco in casks; Cuban tobacco in bales; Mexican tobacco in bales; Cordobas tobacco in bales; Paraguay tobacco in bales; canned fish; Japan crabs in pound cans, in cases of 100 tins; and salmon in pound cans, in cases of 100 tins; copper ore; and ingots, etc.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Anthracite coal, No. 2532.—Sealed proposals will be received at the office of the Commissioner of Fisheries, Washington, D. C., until September 1, 1915, for furnishing 825 tons of anthracite coal, delivered as follows: Woods Hole, Mass., 500 tons; Gloucester, Mass., 150 tons; and Boothbay Harbor, Me., 175 tons. For blank proposals and particulars address Commissioner of Fisheries Washington, D. C.

Labor and materials, No. 2533.—Sealed proposals will be received at the office of the Lighthouse Inspector, Charleston, S. C., until August 10, 1915, for furnishing materials and labor and constructing timber bulkhead at site of new Charleston Lighthouse depot on the Ashley River. Blank proposals and particulars may be had by addressing the above office.

Construction work, No. 2534.—Sealed proposals will be received at the office of the United States Reclamation Service, Newell, S. Dak., until August 27, 1915, for the construction of the North Canal Extension and laterals, Belle Fourche Project, in the vicinity of Newell, S. Dak. The work involves the excavation of about 65,900 cubic yards of material in open cut. For particulars, address the United States Reclamation Service, Newell, S. Dak., Tramway Building, Denver, Colo., or Washington, D. C.

Construction work, No. 2535.—Sealed proposals, indorsed "Proposals for One Cotton Storehouse," will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 28, 1915, for one corrugated-steel cotton storehouse at the Naval Proving Ground, Indianhead, Md. Plans and specifications may be obtained on application to the Bureau of Yards and Docks.

Navy Department supplies, No. 2536.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until August 17, 1915, for furnishing the following materials. Firms interested therein should make application to the Bureau of Supplies and Accounts, giving the schedule numbers desired: Schedule 8614, laundry machinery (washers, extractors, ironers, washtubs); schedule 8617, sheet steel, medium rivet steel, square steel billets (nickel), round steel billets; schedule 8618, pig lead, mattress ticking, standard weight wrought pipe, paint drier; schedule 8619, 20 by 28 inch terneplate roofing tin, lighting and power wire; schedule 8620, bottles and testing tubes, crutches, irrigators, saucepans, tubs, etc., bandage rollers, supports, pill tiles, cork borers, etc., contents of test case, mailing tubes; schedule 8621, marlin wound air hose, rubber air hose, suction hose, unlined linen hose, rubber wash deck hose; schedule 8622, medium steel plates, medium bar steel, chain iron; schedule 8623, 32 by 40 inch tarred sheathing felt, bake ovens, deck swabs, soft steel wire; schedule 8624, rough brass angle and globe valves, composition gate valves, sheet brass, sheet copper; schedule 8625, interior communication cable, bell wire, double conductor wire, single conductor wire, twin conductor wire; schedule 8627, short column type one spindle press, two spindle drill press, vertical milling machines, bench hand milling machines, 12-inch swing by 6-foot bed lathes, 8-inch swing by 40-inch long lathes; and schedule 8628, close and stud link chain cable. Bids will be opened on September 7, 1915, for the following materials: Schedule 8615, subway type fuse boxes, 1 and 3 conductor cable, duct fiber, integrating watt-hour meter, subway type transformer; and schedule 8616, gate valves, wrought-iron pipe, bell and spigot cast-iron pipe and fittings, 4-inch capacity water meter, pig lead, fire hydrants, and manhole covers and frames.

Construction work, No. 2537.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 21, 1915, for one shell house, one fixed ammunition storehouse, one magazine, and an extension to re-forming plant at the United States Naval Magazine, Fort Mifflin, Pa. Plans and specifications may be obtained on application to the bureau named or to the commandant of the navy yard, Philadelphia, Pa.

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No. 179

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COLLEGE AND UNIVERSITY CATALOGUES WANTED.

[Consul Walter H. Schulz, St. Michaels, Azores, July 9.]

This consulate desires catalogues and bulletins of colleges and universities of the United States. These bulletins should show the requirements for entrance to the various departments of the schools, the price of tuition, and any available information regarding room and board and the possibilities of earning living expenses in the college town. Literature in the Portuguese language is desired whenever possible.

TOYS IN THE FAR EAST.

[Consul General George E. Anderson, Hongkong, China, June 21.]

American toy manufacturers seem to have an increasing trade in Far Eastern ports. German and Austrian toys which have long dominated the Eastern markets are being shut out at present, with the result that Japan and the United States have the field very largely to themselves. Japanese imitations of the cheap German and Austrian toys are sold in considerable quantities, though they are usually too cheap and too flimsy to hold the market long even in such cheaper goods. American toys are expensive and their sale is comparatively limited for that reason, but they reach the fine trade, and for the present at least are increasing in popularity and in volume.

TRADE-EXTENSION WORK IN GREECE.

[Consul General Alexander W. Weddell, Athens, July 7.]

This office has had a large number of inquiries from Greek merchants desirous of establishing trade relations in the United States. These have been fruitful of results, notably in the sale to Greece of coffee, wheat, asphalt, electrical goods, metals, and machinery.

TRADE-EXTENSION WORK IN SCOTLAND.

[Consul H. D. Van Sant, Dunfermline, July 13.]

In this district during the past June quarter this consulate has achieved definite results in American trade extension. Motor cars were introduced by a New York City agency as a result of my article in *COMMERCE REPORTS* dated June 14, 1915, while an electric-motor chair company of California is negotiating for a sales agency here. Through these efforts we are establishing a market for motor cars and chairs for wounded soldiers and cripples.

The introduction of American gas and electrical attachments through the Gas Corporation of Dunfermline and a local plumber, whereby a field for American electrical supplies is promised, definite results having already been reported.

The establishment of a direct agency for the sale of western American lumber through a concern of Portland, Oreg., has just been accomplished, and a considerable addition to the American lumber trade in this district is anticipated.

Many minor introductions, such as American rat poison and dry goods, have been made in the shops of this district, and of American groceries, fruits, and meats through direct sales made by a distributing company in London.

Through the suggestions and influence of this consulate numerous other trade inquiries have been answered to obtain further results in American trade extension.

HARVEST DIFFICULTIES IN TRIPOLITANIA.

[Consul W. Roderick Dorsey, Tripoli, Libya, June 28.]

The harvest of both barley and wheat in Tripolitania is finished. The barley crop was the most abundant in many years. Unfortunately native uprisings interfered greatly with gathering. At certain points whole areas were burned to prevent the ripened grain falling to the sickles of the rebels, who, on the other hand, more frequently gained possession and carried all away, thereby, it is said, gaining supplies sufficient for two years.

In consequence of all this arrivals in the Tripoli market have failed to reach expectations, and prices have ranged from 21.50 to 26.50 lire per 100 kilos (\$41.50 to \$51.50 a metric ton of 2,204.6 pounds), or about 35 per cent above last season, when the crop was deficient.

Wheat, the less important cereal, has been similarly affected, and now sells for 53.35 lire per 100 kilos, or about \$103 a metric ton.

LIST OF CENSUS PUBLICATIONS.

The Census Bureau has for free distribution a "Circular of Information Concerning Census Publications" (Circular No. 2), which gives a list of all census publications from 1790 to the present time, classified according to subjects, with brief descriptions of their contents. A separate list shows, in chronological order, the various decennial and "intercensal" publications of the Census Bureau and describes the relationships of the Thirteenth Census reports and bulletins to one another.

Anyone desiring a copy of this 91-page pamphlet can obtain it by addressing the Director of the Census, Washington, D. C.

INVESTIGATION OF SOUTH AMERICAN FRUIT MARKETS.

The Bureau of Foreign and Domestic Commerce has for some time had under consideration the investigation of the markets in South America for fresh fruits of the United States. In order to make this investigation thorough and ascertain definitely just what are the possibilities for fruit growers in South American markets, the bureau has appointed Mr. Walter Fischer to make a tour of the principal countries of South America in which fruit could be sold and report exhaustively on the marketing conditions there.

Mr. Fischer has recently returned from South America after a stay of about five years, principally in Argentina and Brazil, where he was director of a number of agricultural experiment stations for the Governments of those two countries. Previous to his South American experience, Mr. Fischer had been in the employ of the United States Department of Agriculture as scientific assistant, and he is acquainted with conditions in the growing and marketing of all kinds of fruit in this country and has already made a study of the possibilities of marketing United States fruits in South America.

Mr. Fischer expects to sail for Brazil about the middle or last of October and will be present in Brazil and Argentina at the height of the marketing seasons in those countries. Previous to sailing he will interview fruit growers and officials of associations, with a view to obtaining data to determine the profit of shipping fruits to South America and the possibilities of developing the trade.

BALSA WOOD IN CENTRAL AMERICA.

[Commercial Agent Garrard Harris.]

The Balsa wood is very common on both coasts of Costa Rica and Nicaragua and can be supplied in considerable quantities. A local business man gave me a number of samples of this wood and states that he is prepared to negotiate for the delivery of large or small quantities.

[NOTE.—The balsa wood is a very light wood, which grows in large quantities in the tropical regions of Central and South America. It weighs as little or less than cork, but has a noticeable grain. It dry-rots with comparative quickness unless treated. It is useful for any purpose where a buoyant material is required. The samples mentioned above may be obtained for inspection from the Bureau of Foreign and Domestic Commerce.]

WELSH IMMIGRANTS IN AUSTRALIA.

[Sydney Morning Herald, June 26.]

The company of over 200 immigrants arrived at Melbourne by the *Kwanto Maru* yesterday. They are on their way to the Northern Territory. They come from a Welsh irrigation colony, established 50 years ago in the valley of the Chubut River, Argentina, about 600 miles south of Buenos Aires, and are desirable settlers of the hard-working and frugal small-farmer class. Mr. Robert Williams, who has been for some years engaged in the movement of Welsh Patagonians to Australia, has gone to Darwin to make arrangements for the reception of this group in the territory.

CANADIAN PRODUCTION OF NICKEL.

[Consul Henry P. Starrett, Fort William, Ontario, July 12.]

In 1913, it is stated, the world's production of fine nickel approximated 34,000 tons, of which the Canadian ore contained 24,838 tons, the ore produced by Le Societe de Nickel in New Caledonia, French Pacific Islands, and refined in France, contained about 8,000 tons, and production in Norway amounted to 400 tons, the remainder having been refined in Germany from various metal processes. Practically all of the ore mined in Ontario was reduced to matte and shipped to the United States and Great Britain to be refined, only a small percentage having been refined in Canada.

Output of Sudbury District.

The production of nickel in the Sudbury district—which region yields 73 per cent of the world's output of nickel—is closely associated with that of copper, the content of the matte produced from the ore being about 50 per cent nickel and 25 per cent copper. The details of this production for 1911, 1912, and 1913 are:

	1911	1912	1913
Ore raised from mines..... tons.....	612,511	737,656	784,007
Ore smelted at mines..... do.....	610,788	725,065	823,403
Bessemer matte produced..... do.....	32,607	41,925	47,150
Nickel content of matte..... do.....	17,049	22,421	24,838
Copper content of matte..... do.....	8,966	11,116	12,938
Value of nickel.....	\$3,664,474	\$4,722,040	\$5,237,477
Value of copper.....	\$1,281,118	\$1,581,062	\$1,839,433
Wages paid.....	\$1,830,526	\$2,357,889	\$3,291,956
Men employed..... no.....	2,439	2,850	3,512

These figures show that of the total ore smelted in 1913 (823,403 tons) the nickel content amounted to 3.02 per cent and the copper 1.57 per cent, while the 47,150 tons of matte contained 80 per cent of combined metal.

Ontario Matte Companies—Bounty.

It is stated on good authority that the largest producer of this metal is the Canadian Copper Co., of Copper Cliff, Ontario (said to be controlled by American interests), its production of matte in 1913 having contained about 22,000 tons of nickel. Its output of matte was principally shipped to refiners in New Jersey. The Mond Nickel Co., of Coniston, Ontario (controlled by English interests), produced matte containing 2,600 tons of fine nickel, this matte being sent to Swansea, Wales, for refining.

Under the metal refining act of 1907, extended in 1912 for a period of five years, a bounty of 6 cents per pound is paid on such metal in cobalt or nickel oxide or metal as is refined in the Province of Ontario. The only company that took advantage of this law during 1913, in respect to nickel, was the Coniagas Reduction Co. (Ltd.), of St. Catharines, Ontario, the production of that company in the year named having been 149,645 pounds of metal.

Value and Amount of Nickel Exports.

During the fiscal years 1912, 1913, and 1914 (year ended March 31) Canada's exports of fine nickel contained in ore, matte, or speiss and the countries of destination were:

Exported to—	1913		1914	
	Pounds.	Value.	Pounds.	Value.
United States.....	43,341,307	\$4,327,056	43,989,648	\$4,398,920
United Kingdom.....	4,826,783	718,141	6,479,250	980,621
All other countries.....			111,638	15,197
Total.....	48,169,090	5,045,197	50,580,536	5,374,738

Processes Used in Refining Nickel Matte.

The principal processes used in refining nickel matte are thus briefly described by Prof. Alfred Stansfield, of McGill University, Montreal, in the December (1914) number of the Bulletin of the Canadian Mining Institute:

The matte from Copper Cliff (Ontario) is treated by the International Nickel Co. at Constable Hook by the "salt cake" process. The matte, which consists of sulphide of nickel, sulphide of copper, and a little sulphide of iron, is melted with salt cake and coke. Salt cake is crude sodium sulphate, obtained by the action of sulphuric acid on common salt, and when this is heated in admixture with coke a sulphide of sodium is produced.

The fused sulphide of sodium acts as a selective solvent, dissolving the copper sulphide in preference to the nickel sulphide. In this way two products are obtained, the "tops" or light product consisting mostly of sodium, copper, and iron sulphides, while the "bottoms" or heavier product, consists mostly of nickel sulphide. The separation obtained is far from perfect, and the operations must be repeated several times before the copper and nickel sulphides are completely separated. The two metals can then be obtained from their sulphides by roasting and other metallurgical processes.

The matte from Coniston (Ontario) is treated by the Mond Nickel Co. in Wales by the Mond process. The matte is roasted to oxide, part of the copper is removed by means of sulphuric acid, the residue is treated so as to convert the oxide of nickel to the metallic state; it is then treated with carbon monoxide gas, which combines with the nickel, forming a volatile, very poisonous compound, nickel carbonyl, from which the nickel is immediately removed in a pure condition.

While the main principles of these two processes are well known, the details are kept secret. The operations involved are more numerous than has been indicated above and require, especially perhaps in the Mond process, highly skilled scientific direction and great accuracy of detail.

The matte from New Caledonia does not contain any copper and its treatment, therefore, is comparatively simple, as it is the need of separating the nickel and the copper, which are contained in the Canadian ores, that entails the use of the "salt cake" or the Mond processes.

The Norwegian nickel is obtained from the matte by the Hyblinette process, in which the nickel is separated from the admixed metals, such as copper, by electrolysis in a sulphate solution.

[The names and addresses of three active nickel-mining concerns of Ontario and of a refiner of nickel matte may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

SAMPLES OF COLOMBIAN WOOD RECEIVED.

Mr. E. H. Gueydan, a former commercial agent of the Bureau of Foreign and Domestic Commerce, has transmitted to the Bureau samples of 14 species of wood native to Colombia, South America, which he collected while traveling in that country. Samples of both hard and soft woods of that country are included. These samples may be inspected at the office of the Bureau in Washington, D. C., or will be loaned to those interested.

INQUIRY INTO CLOTHING MARKETS OF FAR EAST.

In recent years makers of all kinds of wearing apparel have been looking more and more to foreign fields, and the Bureau of Foreign and Domestic Commerce has received a large number of inquiries concerning the character of the demand abroad. In order to obtain very full information on this subject the bureau has decided to send a special agent to the Far East to report on the markets for such products there and has selected Mr. Stanhope Sams for this work. Mr. Sams has lived for a number of years in Japan, and is familiar with the trade in most lines of wearing apparel. He expects to sail for Yokohama in about a month and report extensively on the markets for all such wearing apparel in Japan and China and perhaps in the Philippines and the Strait Settlements. He will cover all lines of men's, women's, and children's wearing apparel except shoes, and his reports will be published in **COMMERCE REPORTS** and in separate publications, which will be available to the general public. They will cover statistics of importation and production, prevailing tastes and preferences of the people of each section, the tendency toward changes in style, the selling prices of such goods as are already marketed, the handicaps through tariff or other charges, the competition from European countries, and other features entering into the trade. Mr. Sams will also collect a number of samples, catalogues, and price lists.

FRUIT CANNING IN AUSTRALIA.

[Sydney Herald, July 5.]

Fruit canning is developing in New South Wales. Methven Bros., at Mount Druitt, are using all their fruit for this purpose, and 125,000 cans of mixed fruits have been processed this season. A feature of the work is the use of the sanitary can, as solder is not necessary when using these cans, while hot sirups may be used. So a great saving in time is accomplished. The fruit is placed in the can with the hot sirup, the lid is then crimped on with a patent machine for the purpose, after which it is placed in the cooking bath. This bath is so arranged that the cans are carried on a chain elevator, the pace of which is so set that if the fruit is to be cooked 10, 12, 15, or 20 minutes it may be carried out without any further attention. Asparagus is to be put up this season. Methven Bros. consider that growers may plant out canning varieties with a view to considerable profit, as the greater bulk of the fruit has to be imported from Victoria.

TEA-PACKAGE ENTERPRISE IN SOUTH AFRICA.

[Consul E. A. Wakefield, Port Elizabeth, June 22.]

A South African branch is being established by the Mazzawattee Tea Co., of London. In the recent South African tariff readjustment the duty on tea in packets or tins not exceeding 10 pounds each in weight was placed at 7d. (14 cents) per pound, and in larger packets or in bulk 5d. (10 cents).

Apparently this company expects to market its product here cheaper by importing bulk and placing in packets after arrival. At the beginning about 100 will be employed, chiefly girls 16 to 20 years of age. Whether or not the cartons or packets will be made here has not been decided.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers and signal letters designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the week ended July 24, 1915:

Name.	Official number.	Signal letters.	Tonnage.		Year built.	Where built.	Home port.
			Gross.	Net.			
SAIL.							
Ship:							
Avon.....	213498	LDRH	1,573	1,437	1884	Whitewich, Scotland..	Boston.
POWER.							
Gas side wheel:							
Queen.....	213495		49	49	1915	The Dalles, Oreg.....	Portland, Oreg.
Gas stern wheel:							
Apache.....	213481		15	14	1915	Dubuque, Iowa.....	Dubuque.
Twin City.....	213476		13	11	1915		Mobile.
Gas screw yacht:							
Conej.....	213482	LFMH	38	22	1915	Boston, Mass.....	New York.
Lismore.....	213484	LFMJ	27	23	1915	Brooklyn, N. Y.....	Do.
Maraval.....	213497	LFMN	60	47	1915	Port Jefferson, N. Y.....	Do.
Vitesse.....	213487		10	7	1915	Seattle, Wash.....	Seattle.
Gas screw:							
Dorcas.....	213490		7	6	1914	Barnegat, N. J.....	Tuckerton.
Eva.....	213491		10	9	1903	Marinette, Wis.....	Milwaukee.
Evangeline D.....	213492		14	6	1915	Thomaston, Me.....	Provincetown.
Gannet.....	213478		28	27	1915	Manitowoc, Wis.....	Erie.
Halcyon.....	213496		18	12	1915	Sausalito, Cal.....	San Francisco.
Jean.....	213499		9	8	1915	Mora, Wash.....	Seattle.
Lillie Olive.....	213483		7	7	1915	Wilmington, Del.....	Wilmington, Del.
Lummi Boy.....	213486		25	21	1915	Bellingham, Wash.....	Seattle.
Madalein.....	213464		16	11	1915	Los Angeles, Cal.....	San Diego.
Manitowoc.....	213493		17	11	1912	Manitowoc, Wis.....	Duluth.
Myrtle Soper.....	213494		10	9	1906	Barnegat, N. J.....	Tuckerton.
Nepht.....	213498		15	10	1915	Quincy, Ill.....	Chicago.
Regina.....	213495		7	7	1905	Marinette, Wis.....	Milwaukee.
Zoe.....	213490		5	5	1915	Oconto, Wis.....	Do.
Steam screw:							
A-1.....	213489		14	9	1915	Tacoma, Wash.....	Tacoma.
Alafair.....	213477		8	6	1915	Myrtle Beach, S. C.....	Georgetown.
Walter D. Noyes.....	213479	LFMG	4,387	3,114	1915	Newport News, Va.....	Boston.
UNRIGGED.							
Barge:							
Catherine.....	166083		481	481	1915	Rondout, N. Y.....	New York.
Horan.....	166084		311	311	1910	.....do.....	Do.
R. B. DuBois.....	166084						
House boat:							
Alvah.....	166081		14	14	1915	Forked River, N. J.....	Tuckerton.
Elsie B.....	166082		57	57	1909	.....do.....	Do.

The total number of foreign-built vessels admitted to American registry under the act of August 18, 1914, to July 24, 1915, was 150 of 528,408 gross tons.

During the week ended July 24, 1915, signal letters were awarded to the following-named vessels: 202869 Ga. y. Lady Mary, L F M K. (Formerly Glenda); 207300 St. s. Arlington, L F M P.; 207301 St. s. Brandon, L F M Q.

Correction.

In the table of domestic exports of copper, published in COMMERCE REPORTS for July 28, the value of the exports of pigs, ingots, etc., to Spain should have been \$10,569 instead of \$610,569, and to England \$648,218 instead of \$48,218.

NEW FACTORS AFFECT SODIUM NITRATE MARKET.

[Prepared by American consulate at London England, July 15.]

In the beginning of 1915, it was feared that the market for sodium nitrate, which is widely used as a fertilizer, would probably continue in the depressed condition into which it had fallen after the outbreak of the war. There were two reasons for this view, the first assuming that as Germany and Austria-Hungary were no longer buyers, there must necessarily be an unusual quantity of nitrate which would find its way to England; the second being the belief that cargoes of this product were likely to fall into British hands as prizes at sea. The fact that by a steady reduction of output these belligerent countries were not provided for, was an unexpected development, while in the matter of prize cargoes, although three or four were sold at fairly low prices, the bulk of them were held until prices had very considerably advanced.

Unusual Charges Increase Prices.

Other factors entered the field to enhance the value of the article on this side. Sailing freights, which in August last were obtainable at \$4.87 per ton, steadily increased, until they are now difficult to obtain at \$15.83 per ton. Marine insurance, which last year was 3 per cent, became $3\frac{1}{2}$ per cent this year, while war risk, which a year ago was $2\frac{1}{2}$ per cent, could be covered only by insurers paying 70 to 80 per cent. These and other charges had to be borne before the nitrate finally went into consumption.

A large quantity of nitrate was transshipped to Russia, to Archangel, and Vladivostok, while France also received some transshipments. From the Netherlands a considerable demand sprang up for cargoes, a demand which was not satisfied. That country has probably fallen considerably short of its usual consumption.

Delays Cause Restricted Consumption.

There were other reasons for a more restricted consumption in this country than might otherwise have been experienced, such as delayed arrivals through a long, unbroken spell of easterly wind; further delays at ports of call, in obtaining tugs for safer passage to destination, and the difficulties of railway transportation to agricultural centers.

While it is hardly possible to give reliable data as to consumption in the United Kingdom during the past six months for agricultural purposes, it is thought that, even with all the difficulties mentioned, it has not decreased. For war purposes it has considerably increased. The British import statistics for sodium nitrate are: For June, 1914—3,184 tons, valued at \$156,823; June, 1915—28,298 tons, \$1,631,071; for the six months ended June 30, 1914—65,770 tons, valued at \$3,241,313; corresponding period in 1915—106,233 tons, \$5,764,279.

Consumption in the United States has made no progress during the past 12 months, but suffered a falling off of 10.85 per cent, the figures being 493,000 tons, against 553,000.

Exports to United States on Larger Scale.

For the past two months the exports to the United States have been on a much larger scale (with the prospect of a continuance),

and these exports will figure in the next record of consumption. Other countries have taken 72,500 tons, against 90,000, a decline of 18,000 tons.

Prices throughout the season have had a continuous advance. That which in January was obtainable at \$1.40 per quintal f. o. b. Chile, prompt shipment, to-day commands \$1.66 with about \$0.04 per quintal more for forward shipment, while cargoes arrived or near have had a range of prices from \$2.27 to \$2.82 per hundred-weight, cost and freight, the bulk of these carrying the further burden of $6\frac{1}{2}$ to $7\frac{1}{2}$ per cent marine and war risk insurance, as against $3\frac{1}{2}$ per cent last year.

Production for the past six months has amounted to about 625,193 tons (estimating the June output at 116,621 tons), against 1,630,115 during the corresponding period in 1914, or a decrease of about 62 per cent. Stocks in Chile, which at the close of last year were about 1,060,000 tons, have been reduced to 847,000 tons. Shipments to Europe from January to June, inclusive, amounted to about 355,000 tons, against 832,000 in 1914, a decrease of 477,000 tons.

MAKING MEDICINAL OIL, NEW AMERICAN INDUSTRY.

An American industry with a \$1,000,000 market has sprung up within a few months, following upon the sudden termination at the outbreak of war, of imports into the United States of medicinal oil from Russia. American refiners, upon learning that it was no longer possible to obtain liquid petrolatum from the customary source, set about to supply the established trade, and before the close of 1914 a score of refiners were experimenting in the new field, at least 10 sources of domestic white oil for medicinal use having been developed, while the product was retailed under 50 or more different trade names.

The Geological Survey, in discussing this subject, says that the working up of the trade for the Russian product of this type was largely a matter of chance rather than of necessity, for oils of essentially the same character can be produced from American petroleum, and in fact have been produced on a small scale for several years. The fact that foreign oil has heretofore met no serious competition here, it says, has been due in part to the ample and satisfactory supply from external sources, but to a greater extent to the absorption of American refiners in efforts to increase the output of more easily refined products, such as gasoline and naphtha, for which there is an ever-increasing market.

The Survey cites the results of tests made by the committee on therapeutic research of the council on pharmacy and medicine of the American Medical Association to determine the relative efficiency of Russian and American medicinal oils, in which the differences in action are declared to be too slight to be of importance. Liquid petrolatum is commonly used as a vehicle for protective sprays for nose and throat, and more especially as a laxative. The Survey concludes that with care and attention to refining details there is no reason why this trade should be permitted to return to import supply.

UNITED STATES AND SOUTH AFRICA DEVELOP TRADE.

[Consul E. A. Wakefield, Port Elizabeth, South Africa, June 20.]

There has been some demand from America for skins and mohair and a very fair demand for ostrich feathers and wool. Trade difficulties were discouraging at the beginning of the war, and for some months it seemed impossible to overcome them. An embargo was placed upon the export of wool and later upon hides and skins for destinations other than Great Britain or her allies. The embargo was later removed under certain conditions. These conditions were not always understood or correctly interpreted, with the result that further delays were frequent.

Direct Sailings—Market for American Products—Wool.

The direct sailings for America have opened up new trade connections, which will probably be maintained. Shipment of South African produce direct to America is also a certain promoter of trade in American products here.

The wool market continues steady, with a good demand for fair-grade light combing wools. Heavier-weight wools are not so much asked for, but fair quantities have been sold recently to one buyer, who is reported to have purchased for speculation. Snow whites are readily sold unless seedy. Coarse and colored wools remain firm.

Some of the prices quoted are: Long grease wool, 12 months, 18 to 20 cents per pound; medium length, same kind, 15 to 17 cents; short, 10 to 13 cents; Karroo grease wool, from 9 cents per pound for short up to 17 cents for the long 12-months variety; Orange River superlong, 13 to 15 cents; heavy, 8 to 11½ cents; short light, 10 to 11 cents; coarse and colored, 10 to 10½ cents per pound.

Better Demand for Mohair—Prices of Hides and Skins.

There is a slightly better demand for mohair, but prices have not advanced. Sales this week include 125 bales of short firsts at 20 cents, 400 bales of average quality at 21 cents, and a few bales of supers at 22 cents. Best kid hair has been sold in limited quantities up to 42 cents for special clips.

Hides and skins are unchanged in value, and the demand is not marked. Some prices quoted include sound sheepskins, at 9½ cents per pound; salted hair Cape, 51 cents each; sun dried, 45 cents each; coarse wooled, 10 cents per pound; light angoras, 14 cents; bastard sheepskins, 18 cents; goatskins, light 21½ cents; sun-dried hides, 23 cents; dry-salted hides, 21 cents per pound. Damaged lines of all these products are quoted at lower rates.

Ostrich Feathers Regain Importance.

With the opening of the municipal public market, ostrich feathers have regained a portion of that importance which was formerly attached to this product by the local business community. The first week's sales were held on Monday and Tuesday, and about \$27,000 was realized. Last week 10,925 pounds were sold for \$42,728. This week the sales have closed after three days, and the amount disposed of was greater than for the previous week. Exact figures will be given later.

Some prices quoted for unsorted parcels are: Whites, superior lots, \$12.50 to \$20 per pound; average lots, \$6.50 to \$11.50; inferior lots,

\$3.75 to \$5; feminas, super lots, \$10 to \$15; average lots, \$5 to \$8.75; inferior lots, \$2.50 to \$3.75; spadonas, \$1.25 to \$6.25. These prices are quoted by one of the leading commission houses and are low in comparison with market sales recently recorded.

A new feature entering more largely into valuations is the increasing number of lots from small shippers at interior points.

The true market value, as interpreted at this office, is the price at which average transactions occur in Port Elizabeth, this being the recognized ostrich-feather market center.

LINSEED TRADE OF RUSSIA.

[Consul General John H. Snodgrass, Moscow, June 23.]

In reply to an inquiry sent out by the Statistical Bureau on the linseed trade, 125 replies were received up to June 14 from the following Provinces: Vladimir, Livonia, Vyatka, Vologda, Novgorod, Pskov, Smolensk, Moscow, Perm, Iver, Yaroslav, Nizhin-Novgorod, and Kostroma. Replies were also received from Vitebsk, Mogileff, Courland, and other Provinces. Sixty-one correspondents reported that the trade is very quiet, while 41 report a brisk trade, and 23 an average trade; in 1914, 20 concerns reported brisk trade, 27 quiet trade, and 13 an average trade. The dealers in linseed explain the slack trade by the absence of exports. The flax producers have been purchasing more seed this year than in the previous year.

Flax Acreage—Supplies on Hand.

The increased purchases of linseed are not always the evidence of an extension of the area sown to flax. In consequence of the bad conditions of the flax crop of last year the seed obtained was of a poor quality, which caused the flax producers to buy greater quantities of seed this spring.

As to the area of land rented for the sowing of flax, 35 correspondents state that the same has been reduced this year, while 7 report an increase of this area, and 8 write that the area does not show any alteration. In reply to the question whether the flax producers have increased the sowing of flax or not, the 118 replies secured from the 13 Provinces included in the inquiry give the following information: Increased sowing of flax, 34 replies; decreased sowing of flax, 50 replies; same as last year, 34 replies.

In regard to the question of the supplies of flax remaining in the hands of the flax producers, there were received 121 replies, of which 75 state the entire absence of any supplies, while 46 report that supplies are on hand though in a limited quantity.

AUSTRALIAN CATTLE BRING RECORD PRICE.

[Sydney Morning Herald, June 26.]

At the Melbourne cattle market on June 23 a record average for all Australia was made for 100 bullocks. These were a beautifully bred lot of Shorthorns and Shorthorn-Devon crosses of great quality, fattened in the coast district of New South Wales, about 60 miles north of Newcastle. They averaged £24 6s. 9d. (\$118.42), which is believed to be a record for any Australian market from the earliest times for one lot of 100 or more, and were sold through the agency of J. M. Peck & Sons Pty. (Ltd.), Melbourne.

RUSSIAN EMBARGO PROVISIONS AND EXPORT REGULATIONS.

[Vyestnik Finansov, Nos. 21, 24, and 25, 1915.]

A Russian decree of May 4 (17) codifies all embargo lists and restrictions on export issued before that date. By decrees of May 23 (June 5), June 5 (18), June 6 (19), and June 12 (26) additional articles have been placed under complete or partial embargo. From these various decrees has been compiled the summary given below.

Embargo Provisions.

The exportation of the following articles by way of all frontiers of the empire is prohibited: Wheat, rye, oats, barley, lentils, buckwheat, millet, peas, beans, kidney beans, rice, tomatoes, onions, potatoes, cabbages, beets, dried vegetables, flour and grits, macaroni, tea, sugar, pepper, salt, butter, animal fat, meats of all kinds except bacon, canned goods, cattle and hogs, hay and straw, tobacco, except cigars and cigarettes, sailcloth and khaki, dressed and undressed hides and skins, viz, ox, bull, cow, camel, buffalo, horse, and ass hides, and calf and pig skins, platinum, copper and brass in the form of metal, scrap, or manufactures.

The exportation of steel and lead is prohibited by way of all land and sea frontiers of European Russia and through Transcaucasia.

The exportation of horses is prohibited by way of the European land and sea frontiers, Transcaucasia, and by way of the Persian and Afghan frontiers. The exportation of camels is prohibited by way of the Persian and Afghan frontiers.

The prohibition of exportation of the following articles applies to the land frontiers of European Russia and to the ports of the Baltic, White, and Black Seas and the Sea of Asov: Grain and flour of all kinds; bran, oil cake, and other food for animals; vegetables of all kinds; live or dead game and poultry; dairy products, eggs, bacon, fish, and casings; oil seeds, clover and other forage seeds, and vegetable seeds; lycopodium, forest products, cotton waste, furs of all kinds; sheepskins; goatskins in all forms, including manufactures; wool and down; iron ore and manganese ore; coal and coke, tar, petroleum and petroleum residue, benzine, gasoline, ligroine, kerosene, and other illuminating mineral oils; alcohol; rubber in all forms, including manufactures, gauze, and automobiles; wire, caps, fuses, saltpeter, nitric and sulphuric acid.

The exportation of linseed and hempseed is prohibited through the Transbaikal, Irkutsk, and Priamur Provinces.

The exportation of goods of all kinds is prohibited from Baltic ports situated in the Governments of Petrograd, Esthonia, Livonia, and Courland. The embargo does not apply to exports to Finland. Exports from Finland to foreign countries are subject to special embargo regulations.

Export Regulations.

The following regulations for the exportation of Russian products subject to embargo provisions have been formulated by a committee representing the various ministries and confirmed by the Ministry of Finance on May 4 (17), 1915:

Applications for authorization to export products placed on the embargo list must be addressed to the Department of Customs and contain the following data: Name, nationality, and address of the applicant; nature, quantity, and destination of products involved;

place where the goods are to be purchased or location of goods already purchased; customhouse of exportation, and in the case of shipments by sea, port of destination and name and nationality of the vessel; method of shipment, whether direct or transit; and countries and points of transshipment in case of transit shipments. For applications by a representative of the exporter, a certified power of attorney is also required.

Upon being informed of favorable action by the Ministry of Finance the applicant is to obtain the necessary diplomatic guaranty to insure against a change in the destination of the shipment or its final exportation to an enemy country. The export certificate, issued by the Department of Customs as a result of favorable decision by the Ministry of Finance, is not transferable and must be used within two months from the date of issue. For exports via Finland a bill of lading must be presented, in addition to the export certificate and the ordinary export manifest, indicating that the goods are to pass through Finland on their way to the country shown in the export certificate.

Special exemptions are provided for in the case of direct shipments of certain products to Great Britain and Norway and also to all allied countries in Russian vessels or in those flying the flag of an allied country. [The official text of the regulations and an English translation transmitted by Consul General Snodgrass are on file in the Bureau and will be loaned to those interested upon application.]

PERU'S REVENUE CUT BY LACK OF SHIPS.

[Consul General William W. Handley, Callao, Peru, July 2.]

The reduced customs revenues at the eight maritime ports of Peru during the first six months of 1915 is giving the Government considerable concern. A table of monthly customs receipts at Callao during the six months ended June 30, 1915, compared with the first six months of 1914, shows these decreases:

Month.	1914	1915	Decrease.
January.....	\$320,984	\$220,756	\$100,228
February.....	308,180	152,151	156,029
March.....	374,732	226,373	148,359
April.....	413,041	246,351	166,690
May.....	305,772	177,340	128,432
June.....	313,357	208,441	104,916
Total.....	2,036,066	1,231,412	\$804,654

Several Causes for Falling Off.

The customs revenue decrease of the foremost port of the country by \$804,654 during the first six months of the year represents a falling off of about 40 per cent. There are several causes to which this may be attributed, chief of which is the decrease in importations, the lack of ships in the European countries to transport ordinary quantities of merchandise, the suppression of the old traffic of sailing vessels between continental ports and this coast, the restriction of credits, and other circumstances created by the war.

The revenues of the port of Callao during 1914 were \$3,116,620. The total receipts of the eight maritime ports of the Republic were \$4,699,335, in comparison with \$6,117,845 in 1913.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Hosiery, boot laces, and umbrella handles, No. 17709.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a firm in New York City stating that a representative of an English firm desires to be placed in communication with American manufacturers and exporters of hosiery for women, boot laces, umbrella handles and ribs, buttons, etc. It is stated that reference will be furnished.

General agency, No. 17710.—A firm in the United States writes the Bureau of Foreign and Domestic Commerce that its agent in Spain desires to represent American manufacturers and exporters. The agent does not specify any particular line.

Dress fasteners, No. 17711.—An American consular officer in England reports that an importer in his district wishes to buy immediately 50,000 gross press studs or snap dress fasteners, half the quantity to be in black and half white, to be 9 mm. in diameter, and to be packed in bulk; i. e., in boxes of one great gross, and several such boxes in a wooden export case. He offers 14 cents per gross delivered at destination, and will pay cash against documents upon arrival of the goods. Banker's guaranty will be given if needed, and references are furnished. The importer states that he can place regular orders for about 10,000 gross assorted sizes per week, and later, if satisfied that the American supply meets his requirements, he will pay cash in New York.

Chain belts, etc., No. 17712.—A business man in Italy has asked an American consular officer to place him in communication with American manufacturers and exporters of chain belts, cups, or buckets for attaching to belts, screws for same, etc., and similar articles for use in mills of all kinds; also buckets for water wheels, etc. References are given. Correspondence should be in Italian or French.

Blanc fixe, No. 17713.—An American consular officer in Brazil reports that a firm of manufacturers of cardboard and paper boxes is desirous of importing blanc fixe. It requires large quantities of this material in the manufacture of glazed paper and places orders for 100-ton lots. The article desired should be moist, containing about 40 per cent moisture, so as to allow for the absorption of one-half of the moisture en route. References are given.

Boot and shoe laces, No. 17714.—An American consular officer in England reports that an exporter in his district is desirous of being put in touch with American manufacturers of boot and shoe laces.

Carnauba wax, No. 17715.—A firm in Brazil informs an American consular officer that it is in a position to export large quantities of Carnauba wax, to be used in the manufacture of candles and phonograph records, etc. References are given.

Hosiery, No. 17716.—An American consular officer in Italy transmits the name and address of a firm in his district which desires to secure a line of light-weight silk hosiery. The consular officer states that there is an excellent opportunity at this time for the introduction of American silk hosiery of the cheaper grades. Communications should be in Italian or French. Prices should be quoted c. i. f. destination. Samples should be forwarded.

Wire rods, No. 17717.—An American consular officer in England reports that a firm in his district has requested that he be put in communication with American manufacturers of wire rods, 5, 5½, and 6 standard wire gauge. The firm desires to act as an agent. Prices, if possible, should be quoted c. i. f. British ports.

Toys, No. 17718.—An Italian dealer in toys informs an American consular officer that he desires to form commercial relations with American manufacturers of dolls and mechanical toys of all kinds. Correspondence should be in Italian or French. Prices should be quoted c. i. f. destination.

Snap buttons, No. 17719.—Supplementing Foreign Trade Opportunity No. 17277 and Confidential Circular No. 723, an American consular officer in Uruguay transmits the name and address of the business man who desires to purchase dress snap buttons. He states that he may purchase even larger quantities if prices are satisfactory and will arrange with a prominent export house in New York to pay cash for the goods. Samples of the buttons may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Paper, No. 17720.—An American consular officer in Spain writes that a merchant in his district desires to purchase large quantities of various kinds of writing paper in large sheets, of which samples of the qualities and sizes may be examined at the Bureau or its branch offices. Reference is given. Correspondence should be in Spanish and quotations should be made c. i. f. Spanish ports.

Superphosphates, 17721.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in Spain who desires to receive quotations for concentrated superphosphates of 40 to 45 or 43 to 48 per cent. He states that he is in a position to place large orders for this commodity. Prices should be made c. i. f. Mediterranean Spanish ports for August and September shipments, including 1 per cent commission. References are given.

Insulating material, 17722.—An American consular officer in Chile reports that a machine company in his district desires to purchase tubes which are used for insulating purposes. Sizes should be 7, 9, and 11 millimeters, outer diameter. A sample of the tube may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices. References are given. Correspondence may be conducted in English.

Bridges, 17723.—An American consular officer in China has transmitted a copy of specifications and blue prints, etc., relative to an opportunity for the construction of a railway bridge in his district. Tenders for the bridge will be received until September 5, 1915. Deliveries are to be made in June and July of 1916. The specifications, etc., will be placed on exhibition at the branch offices.

Nails, 17724.—A firm in England informs an American consular officer that it is in the market for rustless wire shoe nails of the following sizes: $\frac{1}{4}$ -inch, 17 English iron gauge; $\frac{1}{2}$ -inch, 16 English iron gauge; $\frac{3}{4}$ -inch, 16 English iron gauge; $\frac{1}{2}$ -inch, 15 English iron gauge; and 1-inch, 15 English iron gauge.

Motorcycles, 17725.—An American consular officer in Norway reports that a firm in his district desires to obtain the agency for Norway and Sweden for the sale of motorcycles.

Food products, 17726.—A business man in Denmark writes an American consular officer that he desires to purchase American flour, bacon, and lard. The man states that he is prepared to pay cash against documents in the foreign country. Correspondence may be conducted in English.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

The Bureau of Foreign and Domestic Commerce maintains branch offices in eight commercial centers, where business men may more readily avail themselves of the service of the Bureau. Reserved addresses in connection with "Foreign trade opportunities" and all lists of names offered in connection with articles published in COMMERCE REPORTS may be obtained from the nearest office by application in letter form. The list of offices follows: New York, Room 409, United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Under special arrangements three commercial organizations cooperate with the Bureau and perform the same services as branch offices. These organizations are: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 2538.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 28, 1915, for buildings and incinerator at the Naval Disciplinary Barracks, Paris Island, Port Royal, S. C. Plans and specifications may be obtained on application to the above-named bureau.

Freight elevators, No. 2539.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 28, 1915, for three hydropneumatic freight elevators, installed complete, at the Naval Station, Pearl Harbor, Hawaii. Plans and specification may be obtained on application to the Washington office or to the commandant of the naval station named.

Labor and materials, No. 2540.—Sealed proposals will be received at the office of the United States Reclamation Service, Washington, D. C., until September 8, 1915, for furnishing and erecting a steel bridge of three 100-foot spans and a structural steel movable crest with operating machinery for the Vandalla Dam of the Milk River project, Montana. For particulars address the United States Reclamation Service, Washington, D. C.

Hot-water piping system, No. 2541.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until August 28, 1915, for a hot-water piping system, Naval Hospital, Newport, R. I. Plans and specifications may be obtained on application to the Washington office or to the commandant of the naval station, Newport, R. I.

Torpedo-boat piers, No. 2542.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 18, 1915, for constructing reinforced concrete torpedo-boat piers at the naval station, Pearl Harbor, Hawaii. Plans and specifications may be obtained on application to the Washington office or to the commandant of the naval station named.

Instrument furniture, No. 2543.—Sealed proposals will be received at the Medical Supply Depot, United States Army, Fort Mason, San Francisco, Cal., until August 12, 1915, for two white enamel tables for instruments and dressings and 10 white enamel frames and shelf, aluminum top tables. For further particulars address the medical depot above named.

Construction work, No. 2544.—Sealed proposals will be received at the Navy Department until October 6, 1915, for the construction by contract of 6 torpedo-boat destroyers. Circulars for the information of bidders may be obtained on application to the Navy Department, and plans and specifications, together with forms of proposal and contract, will be ready for distribution to prospective bidders after July 31, 1915.

Cast-iron shell, No. 2545.—Sealed proposals will be received by the Chief of Ordnance, War Department, Washington, D. C., until August 6, 1915, for the manufacture of cast-iron shell. Drawings and specifications may be obtained by addressing the Chief of Ordnance, United States Army, Washington, D. C.

Lighting fixtures, No. 2546.—Sealed proposals will be opened in the office of the Supervising Architect, Treasury Department, Washington, D. C., on August 18, 1915, for furnishing and installing lighting fixtures in the United States post office at Berkeley, Cal., and the United States post office at Denver, Colo., in accordance with drawings and specifications, copies of which may be had on application to the Washington office.

Construction work, No. 2547.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until September 7, 1915, for the construction, complete (including mechanical equipment, lighting fixtures, and approaches), of a one-story and basement, brick, terra-cotta, and stone-faced building for the United States post office at Fulton, Mo. Drawings and specifications may be obtained from the custodian of the site at Fulton or at the Washington office.

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COMMERCIAL DELEGATE FROM RUSSIA.

[Cablegram from American Minister George T. Marye, Petrograd, July 27.]

The Russian-American Chamber of Commerce is sending to the United States Alexander Behr as representative to visit commercial industrial centers. Any courtesy will be appreciated.

JULY EXPORTS FROM LONDON TO UNITED STATES.

[Cablegram from consulate general, London.]

The invoices certified at the American consulate general at London give the total value of the exports for the United States during July at \$11,018,895, against \$11,812,535 for June. Items of export for the month were: Rubber \$3,951,423, compared with \$4,234,337 for June; hides \$689,114, against \$543,240; tin \$680,827, against \$1,979,837; and wool \$370,470, against \$590,695.

COTTON SHORTAGE IN DENMARK.

[The Manchester (England) Guardian, July 10.]

Mr. A. Knudsen, the Danish Consul in Manchester, has forwarded to us a summary of an interesting statement on the position of the Danish cotton industry, as regards cotton yarn shipments, made by the Danish Master Cotton Spinners and Manufacturers' Association in Copenhagen on July 1. The statement follows:

At the end of October last the Danish cotton industry induced the Danish Government to issue a law prohibiting the exportation of cotton from Denmark, and this regulation was followed shortly afterwards by a prohibition to export cotton yarn. The purpose of this action was solely to secure the importation of cotton and cotton yarns from England. Up to the end of April, 1915, we did not experience any difficulty in obtaining the supply of cotton for Denmark, and our mills have been working at full pressure, partly owing to very large demands from the Danish Army, but more especially due to the absence of former foreign competitors. This demand has been so great that the Danish factories have not been able to satisfy it, and were compelled to order largely from England, as no other country was in a position to supply the yarn.

Regarding cotton yarns, the Danish manufacturers have, since the beginning of the war, given an undertaking that any yarn exported from England into Den-

mark would be solely used in the Danish mills, and the product made therefrom would not be exported. The considerable increase of the importation of cotton yarn from England is accounted for by the following facts:

(1) The great decrease in the imports of finished goods from abroad, especially from Germany.

(2) Under normal conditions the Danish weaving sheds import their supply of cotton yarns from foreign countries. Owing to the total stoppage from Belgium, France, Holland, and Austria-Hungary, and to the greatly restricted import from Germany, these weaving sheds have been compelled to replace their supplies by yarn sent from England.

(3) The Danish spinning mills have been at a standstill for some time during the war.

(4) In the English statements regarding the exports of yarn to Denmark special mention is made of the month of May, when the increase is said to have been about 200 per cent. This is explained by the fact that at the end of April England stopped the supply of raw cotton to this country entirely, and the result was that the weaving sheds became alarmed and placed very large orders for yarn in England in order to cover themselves for as long a period as possible.

(5) There are certain numbers and kinds of yarn (doubled) which the Danish spinning mills have not at all been able to deliver during the war. Since the end of April, when England issued a ban against the export of cotton, no import of cotton to Denmark has taken place, with the exception of a small quantity of 150 bales released in England.

England's total stoppage of exportation of cotton to Denmark from the end of April has already caused the largest spinning mills to close down, so that about 800 (?) workmen, together with those dependent upon them, have been thrown out of work, and the recently enforced stoppage of British exports of cotton yarn will further have the effect of considerably limiting the working hours of the weaving mills in the course of a week or a fortnight. If in the near future supplies of cotton and yarn are not to be obtained in Denmark, all the factories in the country will have to stop running, and consequently there will not only be 6,000 cotton operatives idle but they and their wives and children, in all about 24,000 persons, will be reduced to a state of need. A stoppage of the cotton industry will also indirectly affect the dependent industries. It is therefore the hope of the Danish manufacturers that England at the earliest possible moment will accept the guarantees offered by the Danish spinners and manufacturers and again allow Denmark to be supplied with cotton and cotton yarns.

Mr. Knudsen adds that at the present moment there are several representatives of leading Danish cotton manufacturers in England endeavoring to secure deliveries of cotton yarns, as the Danish cotton-spinning mills are stopped for want of cotton.

AMERICAN EXPORTS TO DENMARK.

American cotton cleared for export to Denmark since January 1, 1915, is reported by the Bureau of Foreign and Domestic Commerce in the following amounts:

	Bales.
January, 1915.....	1,400
February, 1915.....	5,550
March, 1915.....	9,240
April, 1915.....	0
May, 1915.....	50
June, 1915.....	1,300
Total, 6 months.....	16,540

The preceding six months showed a total of 19,017.

Manufactured ice in the United States has an annual value of \$50,000,000.

CONDITIONS ON AUSTRALIAN MARKETS.

[Sydney Morning Herald.]

Grocery houses are busy stocking, and little interest is manifested in the markets. There is a distinctly easier tendency in safety matches, and the prediction is made that soon normal conditions will prevail; that is, that importers will be selling at an advance of 3 cents per gross above the cost into store. Distributing rates are given as \$1.095 per gross, with parcels available at 97 cents. Shipments of Japanese matches have eased the market, and as there are further quantities due to arrive, the easiness will be maintained.

Prices of currants quoted for importation are quite speculative, as the crops will not be known until next month. Other fruits are steady at late rates. Eastern goods are slow, but rates are all firm. The trouble is to obtain shipments. Tapioca is practically off the market, and none will be available until September.

The tea market was extremely firm. The first of the new season's indians arrived by the last mail, and prices showed 80 per cent increase on the opening rates of last year. The trade rapidly bought up the small invoices offering, realizing that the teas were comparatively cheap, as since the opening of the season there has been a rise of fully a penny per pound. Calcutta cabled that at the auction on Tuesday, Russia and London bought heavily, and there was an advance of a half cent on the auction of the previous week. Colombo advised a small but distinct advance all round. The tea blenders decided to advance prices another 2 cents per pound. The rate is now 6 cents per pound higher than a year ago. Wholesale rates are between 10 and 12 cents more than 12 months ago. Merchants were compelled to advance prices without notice, as they found that the retailers had been paying attention to the heavy advance at the centers of production, and were laying in stocks months ahead. The blenders were thus either compelled to put up prices or refuse business.

Metals are quiet. As far as import business is concerned, some large orders have been placed for American steel at prices which worked out at 20 per cent below the landed cost of British steel. The time of delivery and freight happened to coincide, and thus a favorable quotation was obtained. Wires were dearer.

The first of the month brought a little better business in oils. Linseed oil was rather steadier on advice of English quotations. Turpentine continues easy. Three tons of red lead changed hands at \$204.39. White lead was steadier. American sold at \$218.99 in hundredweight.

A cable received yesterday advised an advance in chemical freights from Liverpool of \$1.22 per ton.

NEW SHIPBUILDING PLANT IN CALIFORNIA.

[From M. M. Jones, secretary of Industrial Bureau, Oakland Chamber of Commerce.]

A new dry dock and shipbuilding plant is under construction on Oakland Inner Harbor by the Hanlon Dry Dock & Shipbuilding Co. It is expected that the dock will have a capacity of 3,500 tons and elaborate equipment for every kind of shipbuilding and ship repair work.

This will make the third large shipbuilding concern to establish on Oakland's Inner Harbor, which is an unusually well protected body of water.

BRITISH COLUMBIA MINING MAKES SOME PROGRESS.

[Consul General R. E. Mansfield, Vancouver, British Columbia, Canada, July 20.]

Financial arrangements recently completed by the Minister of Finance for the Dominion, whereby checks issued at the Vancouver Assay Office in payment for gold are made payable at par in New York, have resulted in unusual activity at the local assay office. With the Yukon gold now arriving, the business is growing steadily, and it is estimated that all previous records of deposits will be exceeded this year.

Year's Record in Canadian Coal Production.

Sales, shipments, colliery, and other mine consumption and coking production of coal in Canada for 1914 amounted to 13,594,984 short tons, valued at \$33,433,108, compared with 15,012,178 tons, valued at \$37,334,940 in 1913, a decrease of 1,417,194 tons, or 9.4 per cent, in quantity and of \$3,901,832, or 10.4 per cent, in value.

Arbitrary values are assigned to coals of Nova Scotia and of British Columbia. These are rated as \$2.50 per long ton for Nova Scotia and \$3.50 per long ton for British Columbia. In the other Provinces prices are those returned by the operators. Distribution of production is as follows:

Locations of mines.	Tons.	Decrease.	Value.
Nova Scotia.....	7,338,710	641,283	\$16,381,228
Alberta.....	3,667,816	346,939	9,367,002
British Columbia.....	2,238,339	476,081	6,994,810
Saskatchewan.....	232,541	¹ 19,644	375,438
New Brunswick.....	104,055	¹ 33,744	260,270
Yukon.....	13,443	6,279	53,760

¹ Increase.

Exports of coal in 1914 amounted to 1,423,126 tons, of a value of \$3,880,175, compared with 1,562,020 tons, of a value of \$3,961,351 in 1913, a falling off of 138,894 tons, or 8.89 per cent.

Imports during the year included bituminous, round, and run of mine, 7,776,415 tons, valued at \$14,954,321, an average of \$1.92 a ton; bituminous slack, 2,509,632 tons, valued at \$3,605,253, an average of \$1.43 per ton, and anthracites, 4,435,010 tons, valued at \$21,241,924, an average of \$4.79 per ton. This gives a total of 14,721,057 tons, valued at \$39,801,498. Figures for these classes in 1913 were: Bituminous, etc., 10,743,473 tons, \$21,756,658; bituminous slack, 2,816,423 tons, \$4,157,622; anthracite, 4,642,057 tons, \$22,034,839; total, 18,201,953 tons, \$47,949,119. Decrease in imports of bituminous runs of mine was 2,867,058 tons, or 27.6 per cent; decrease in bituminous slack, 306,791 tons, or 10.9 per cent, and in imports of anthracite, 207,047 tons, or 4.5 per cent. Total decrease was 3,480,896 tons, or 19.1 per cent.

Apparent consumption of coal was 26,809,778 tons, as against 31,582,545 tons in 1913. Of the 1914 consumption 45.4 per cent was from Canadian mines and 54.6 per cent was importation.

British Columbia ranks third in production, about one-sixth of the coal produced in the Dominion being credited to this Province.

Molybdenite Deposits Near Vancouver.

The recent discovery of extensive deposits of molybdenite ore near State Lake, British Columbia, is considered of much importance.

Molybdenite is extensively used for hardening steel, and forms an important ingredient in the manufacture of guns and heavy armament. The output in the past has been practically controlled by Germany, as that country had the only extensive refining works. The concentrates were treated by an electrical process, the invention of a German.

The greatest deposits of molybdenite are found in Hungary, but extensive supply areas have been worked in Tasmania and New Zealand, from which the concentrates were shipped to Germany for treatment. While it is found throughout eastern Canada in flakes, large workable bodies of the ore were not located in the Dominion until recent years, when a deposit was discovered near Nelson, British Columbia.

The ledge recently discovered near Stave Lake is low grade, but from examinations made there appears to be an extensive body of the ore. It is approximately 38 miles from the railroad, but 20 miles of this distance is navigable, while the Western Canada Power Co. already has a railroad 7 miles long. The intervening distance includes extremely difficult country to traverse, along Stump Creek and from the creek up the steep sides of the mountain to the deposits. This, however, it is thought, can be overcome by the use of an aerial tramway if the values on further examination prove to be what the outcroppings seem to indicate.

Trail Smelter Enlarged—Increased Zinc Production.

Important additions and improvements are being made in the plant of the Consolidated Mining & Smelting Co. at Trail, British Columbia. About 750 men are employed in operating the company's works, and the output is between 1,300 and 1,400 tons of copper ore daily and from 50 to 75 tons of refined lead. Refiners for the purpose of making blister copper are being installed, and the capacity of the lead plant is being increased through the installation of a lead stack and cement bedding tunnels. The company is also experimenting with a new process for refining zinc. There is no other zinc refinery in Canada. The Consolidated Mining & Smelting Co. was the first concern to perfect the electrolytic process for the treatment of copper ore.

The production of zinc ores has increased about 25 per cent over that of last year so far, and could be still further increased but for the difficulty of finding a market. There are no spelter works in Canada, and American spelter works, being loaded up with stocks of American ores, do not wish to buy from British Columbia. The ores and concentrates produced here carry considerable lead, which is severe on the retorts, and so long as cleaner zinc ores are available they are naturally preferred.

Silver Outlook Considered Good.

One of the main reasons for the comparative inactivity of silver-lead mining in British Columbia at present is the low price of silver, but authorities on the subject are hopeful as to the outlook for this metal, pointing out that Mexico is shut off from production and likely to be for some time, and that the estimated immense wheat crop reported from India will absorb a large amount of silver and probably have a stimulating effect on the market for this metal.

PARCEL-POST IMPORTS OF FRENCH INDO-CHINA.

[Consul Lawrence P. Briggs, Saigon, June 5.]

Although nearly 8,000 miles from the nearest port of France, French Indo-China has a remarkably efficient and convenient parcel-post connection with the mother country, and the value of the trade thus carried on reaches surprising proportions.

The French official in Saigon, Hue, Hanoi, or any other part of Indo-China may and does, at small expense for transportation, write to his favorite Paris tailor or shoemaker for a suit of clothes, a dozen shirts, or a pair of shoes and receives them by return mail, and his wife may, out of the money she has left from her Christmas and New Year's shopping, give specific instructions to her Paris milliner and dressmaker about the purchase of materials and the making of her spring hat and gown and rest assured that they will arrive in time for Easter. The value of goods thus brought into French Indo-China amounts to considerably more than 1 per cent of the total imports of these possessions.

The first parcel-post system between Indo-China and France was established by the decree of July 30, 1881. Since that time the development of the colony and the signing of new conventions with foreign nations have led to many changes in weights and rates and to a greater radius of activity. The maximum weight, originally fixed at 3 kilos (kilo=2.2 pounds), has been raised successfully to 5 kilos in 1892 and 10 kilos in 1902. The C. O. D. service was established in 1902. At the same time rates have undergone several reductions. They vary with each country according to distance and the number of intermediate offices. French Indo-China now has parcel-post connections, not only with the mother country, but either direct or through intermediate offices, with practically all the important centers of the world. It belongs to the International Postal Union, and its international service is governed by the convention signed at Rome in 1906.

Limiting Dimensions, Prohibited Objects, Methods of Sending.

No package will be accepted or delivered whose volume is more than 55 cubic decimeters (nearly 2 cubic feet) or whose greatest dimension is more than 15 decimeters (about 59 inches), except that package containing guns may have a length of 80 centimeters (about 31.5 inches), and packages containing canes, umbrellas, maps, and plans may be 120 centimeters (about 47.2 inches) long.

Certain articles may not be sent by parcels post. The list of such articles includes explosives, inflammable and dangerous substances, acids, live animals, and letters. For the foreign service may be added articles whose importation or exportation is forbidden by law or customs regulations, money specie, and objects in gold, silver, and precious metals. Articles entering Indo-China from foreign countries are subject to customs examination and duties. Each package or group of packages pays a stamp tax of 10 centimes.

On articles of declared value, subject to compensation if lost or damaged, the rate varies with different countries. Such articles are generally subject to the same rules and duties as letters of declared value. Goods up to 500 francs in value may be sent C. O. D. In

this case the cost, paid in advance, is about 20 centimes per 20 francs or fraction thereof.

(NOTE.—A franc is equivalent to 19.3 cents United States currency. A centime is one one-hundredth of a franc. A kilo is equivalent to about 2.2 pounds.)

Interior Service.

Every post office in French Indo-China accepts parcel-post packages. The rates from Saigon to interior points are generally 20 cents (local currency) for packages of less than 3 kilos, 30 cents for packages from 3 to 5 kilos. For packages with a destination in central and upper Laos or on the branches of the lower Mekong the following supplementary tax is payable: Up to 3 kilos, 40 cents; 3 to 5 kilos, 60 cents. Packages for a destination in Tonkin not served by regular transport service pay a supplementary tax of 20 cents. All packages pay a uniform stamp tax of 4 cents.

For the interior traffic packages are received (1) with declared value; (2) C. O. D.; and (3) with a combination of the two. They may contain money specie, articles of gold and silver and other precious metals. The maximum declaration of value within the colony is fixed at 200 piasters. These special packages pay, in addition to the fees paid by ordinary packages, the following rates:

- (1) On articles of declared value 1 cent per 5 piasters or fraction thereof.
- (2) On C. O. D. packages the ordinary rate and rate for return of money (paid at point of destination).
- (3) On combination packages the cost of sending articles of declared value (paid at point of departure) and the cost of returning the money (paid at point of destination).

(NOTE.—A plaster is equivalent to a little less than 50 cents United States currency. A cent (local currency) is one one-hundredth of a plaster.)

Service with France and French Colonies and Possessions.

Parcel-post trade with France, like other mail traffic from Indo-China, is carried on via Marseille by the mail steamers of the Messageries Maritimes Co. Packages to other parts of France and to Corsica, Tunis, Algiers, and French possessions in West Africa and America are sent via Marseille. Exchange of packages with Pondicherry and French possessions in East Africa and Oceania is made by direct French mail steamers to those ports or by means of intermediate offices. The limiting weights are 3, 5, and 10 kilos from Indo-China to France and 1, 5, and 10 kilos from France to Indo-China. The rate from Saigon to Marseille on packages of 3 or 5 kilos is 2.50 francs; to other French possessions the rate varies from 2 francs to Pondicherry to 5.50 francs to Martinique, Guadeloupe, and French Guiana. For packages of 10 kilos the rates are doubled. Most of the parcel-post traffic is from the mother country to the colony, and because of the many small packages there has been established a special rate of 2.25 francs for 1 kilo. Articles from 1 to 5 kilos pay 2.75 francs; from 5 to 10 kilos, 4.6 francs. The C. O. D. rates are 20 centimes per 300 francs or fraction thereof—about equal to the cost of returning the money.

Service with the United States.

The French maintain parcels-post communications between French Indo-China and the United States via Marseille and the mail-

steamers of the French ligne d'Extreme-Orient. The rates are as follows:

(a) For New York, Brooklyn, Hoboken, and Jersey City:	Francs.
To and including 1.36 kilos.....	4
From 1.36 to 3 kilos.....	5. 25
From 3 to 5 kilos.....	6. 15

(b) For other parts of the United States (exclusive of Alaska) an additional sum of 1.25 francs must be paid on each package.

On packages sent C. O. D. the additional charge is 20 centimes per 20 francs or fraction thereof. For articles of declared value, a sum of 55 centimes per 300 francs or fraction thereof must be paid. In either case, the maximum responsibility accepted by the postal authorities is 500 francs.

Packages may also be sent from New York and other American ports to Havre and other French ports and thence to Saigon via Marseille. Packages are sometimes sent by express from New York to Liverpool or some other European port and thence by parcel post. These routes sometimes save time, but the rates are considerably higher than by the New York-Marseille route. In the same way the Pacific ports of America may exchange goods with Indo-China via Hongkong. The rates between Saigon and Hongkong are 50 cents (local currency) for packages up to 3 kilos and 75 cents (local currency) for packages of 3 to 5 kilos.

New Parcel-Post Connections with Manila.

In April, 1915, parcel-post service was established between Saigon and Manila and other ports in the Philippines for packages up to 5 kilos. On such packages, a rate of 1.75 francs, if paid in advance, or 2 francs C. O. D., has been established. There are no direct mail lines between Saigon and Manila, but during a large part of the present year cargo boats have been coming here from Manila and Cebu for rice at the rate, sometimes, of one or two a week. These boats are used to carry mail. When there are no such boats, mail is sent and received via Hongkong. The postal authorities guarantee at least monthly service for this new parcels-post branch.

Commerce by parcel post.

The parcel-post service is under the control of the post office department. In Saigon it occupies a separate building on the same grounds as the central post office, and a considerable staff of French and native employees are engaged in this service.

It is impossible to give the total value of trade carried on by parcel post because no record is kept of the value of goods exported except those sent C. O. D. or with value declared. The value of imports during 1914 amounted to about \$476,000 (United States currency).

(1) The principal class of goods imported was lingerie and clothing. These importations amounted to about \$340,000, of which about \$280,000 came from the mother country. The chief foreign item of this class was about \$1,600 worth of silk goods from China. (2) The second class of goods transported by parcel post was works in metal. The importation of these articles amounted to about \$48,000, of which the chief item was about \$31,000 worth of watches and clocks from Switzerland. (3) Leather and leather goods amounted to

\$19,800. Of this amount \$17,000 worth of shoes came from the mother country. (4) Toys and notions amounted to \$17,000. (5) Paper and paper goods—about equally divided between French books and other paper articles—to \$13,000. (6) Chemicals—chiefly morphine—to \$11,200. (7) Pepper—mainly from Singapore—to \$8,600. (8) Rifles and revolvers from France divided about \$5,800. (9) Straw and reed hats from the mother country amounted to \$5,700. (10) Meats and animal products—including about \$1,500 worth of edible swallow's nests from Hongkong and China—amounted to \$3,600. (11) Tobacco, cigars, and cigarettes amounted to over \$1,300. These came chiefly from the mother country and Algeria, but America appears here with \$240 worth of Havana cigars. Other articles arriving from the mother country were: Electric bulbs, \$1,200; pottery, \$800; musical instruments, \$600; tea, \$460; and candy, sugared biscuits, and candied preserves, \$450.

The value of articles imported from foreign countries by parcel post amounted to over \$110,000. Switzerland, Japan, China, Singapore, and Hongkong were the principal nations to contribute to this trade.

Although conditions were considerably below normal during the latter part of the year, and many of the French inhabitants were returning to the mother country, the parcel-post commerce continued to increase. This was due to the fact that the population has not yet reached a full realization of the value of this method of transportation.

DEVICE FOR COMPUTING VALUES OF TUNGSTEN LAMPS.

It is well known that a change in the voltage applied to the terminals of an incandescent lamp changes the candlepower, current, and in consequence the wattage ($\text{watts} = \text{volts} \times \text{amperes}$) and the watts per candle. If these changes are followed from point to point, relations among the variables may be found and plotted as characteristic curves. The equations of these characteristic curves for tungsten lamps have been found by the Bureau of Standards, Department of Commerce, and a special application of these equations has been made in a device which gives a solution of problems involving voltage, candlepower, and watts per candle.

In this device the volt scale is movable, and, by setting it to the other scales at a point corresponding to the observed watts per candle, values of per cent candlepower and of actual watts per candle may be read directly from the proper scales, or the converse problems may be solved. Use of this device results in a decided saving of time when compared with other methods of characteristic evaluation. In connection with the device are given tables of values used in its construction and practical examples illustrating scale settings.

The report upon this subject, just issued, has been designated Scientific Paper No. 253, and copies may be obtained without charge upon application to the Bureau of Standards, Washington, D. C.

American patent medicines, fancy soaps, and perfumeries should show an increase of imports into Japan. This information was gathered from merchants at Kobe by Consul West.

SILESIAN COMMERCIAL AND INDUSTRIAL NOTES.

[Consul Harry G. Seltzer, Breslau, Germany, July 7.]

New Wall-Paper Patterns Withheld.

In a recent session of wall-paper manufacturers and dealers it was decided, in view of war conditions, to withhold the production of new patterns. Prices remain the same. Trade centers declare that wall-paper production the past year amounted to about 33½ per cent of the normal output.

Reduced Dividends in Mining Industry.

The board of control of the Kattowitzer A. G. of mining and furnace industries in Upper Silesia will recommend a dividend of 8 per cent on all paid-up capital stock for the year ending March 31, 1915. The general assembly of the corporation will convene July 31. The total paid-up capital stock is now 39,000,000 marks (\$9,282,000). In last year's session a dividend of 13 per cent was distributed on the old capital stock of 30,000,000 marks (\$7,140,000) and a dividend of 6½ per cent on the new capital stock of 9,000,000 marks (\$2,142,000). The production of coal during the year amounted to about 70 to 75 per cent of normal.

Increasing Prices of Alcohol in Breslau.

On July 5 the Spirituszentrale, in Berlin, fixed the sale price of pure alcohol at 100 marks per hectoliter (90 cents per gallon) f. o. b. Breslau. In addition to this price there is also a consumer's tax of 125 marks per hectoliter (\$1.125 per gallon).

Potatoes Planted on Greatly Increased Areas.

Silesian new potatoes are selling at 9.50 to 10 marks (\$2.26 to \$2.38) per hundredweight. New potatoes from Holland are selling at 11 marks (\$2.62) per hundredweight. Potatoes have been planted on enormously increased areas in this district.

Steady Rise in Leather Prices Expected.

The critical situation in the hide and leather market has not improved. Repeated representation to the raw material section of the war ministry, both on the part of the Imperial Union of German Leather Dealers and of the Raw Hide Association, have been unavailing. It is, therefore, only reasonable to expect a steady rise in prices.

German Plan for International Fashions.

At a recent meeting of the Berlin Merchants' Union, to which other merchants interested in women's fashions were invited, the formation of a union for the creation in Germany of international styles was discussed. One manufacturer said it seemed quite possible to produce fashion creations in Germany with German materials which would find appreciation not only in Germany but also abroad.

Lumber for Rebuilding East Prussia.

It has been estimated by a leading lumber journal that the value of lumber and wood of all descriptions required for the rebuilding of East Prussia will amount approximately to 50,000,000 marks (\$11,900,000). It is impossible for East Prussian manufacturers to produce sufficient quantities to meet this demand, but it is stated that large quantities from Silesia, Saxony, Hanover, and the Rhine Provinces are now ready for shipment.

Flax Spinners Lack Sufficient Raw Material.

Flax spinners are well employed, and only the lack of sufficient quantities of raw material prevents their working at normal capacity. Business in the entire linen industry is very active. The weavers still have large Government orders, and the pressure for ordinary stock from both wholesalers and retailers is very strong. Prices are rising, with no immediate prospect of relief. Since many weavers have found it impossible to manufacture linen goods at a profit, on account of the rising cost of production, they have resorted to restricted output until better sales prices are possible.

BUSINESS EXPANSION IN WESTERN CANADA.

[Consul General R. E. Mansfield, Vancouver, British Columbia, July 23.]

Ocean Falls Pulp Plant to Resume Operations.

Plans are being completed in Vancouver for the reorganization of the Ocean Falls Pulp & Paper Co. and for putting the plant, which is one of the largest and most modern pulp mills on the coast, into operation. Representatives of the Fleishhacker & Johnson Co., of San Francisco, which acquired control of the property some time ago, announce that operations will be resumed in the near future.

As a result of conditions created by the European war and the demand for pulp and paper, it is proposed to start the Ocean Falls plant working night and day to its capacity, and also to increase the plant and install machinery for the manufacture of the dry pulp into news print. With deep water right up to the mill wharf at Ocean Falls it will be possible for ocean freighters of the largest capacity to load cargoes for shipment to all parts of the world. With an increasing demand for the product and an almost unlimited supply of raw material for the manufacture of wood pulp, there is every prospect that the reorganized Ocean Falls Co. will become one of the important industrial concerns on the Pacific coast.

[Consul Julius D. Dreher, Toronto, Ontario, July 27.]

Toronto Company to Open Branch in Saskatchewan.

The Robert Simpson Co., which has for many years successfully conducted a large department store in Toronto and which has done a considerable mail-order business from this city with the western part of the Dominion, has decided to erect in Regina, Saskatchewan, a \$150,000 building in which to carry on its mail-order business in the West. The selection of Regina as a distributing point was made on the report of a representative of the company, who visited the principal cities of that part of the Dominion to decide which one offered the best advantages.

[Consul Samuel C. Reat, Calgary, Alberta, July 20.]

New Calgary Companies.

Three concerns—an oil, a colonization, and an amusement company, respectively—have been incorporated in Calgary within the last few days, according to the current issue of the Alberta Gazette. They are the Alberta-Southern Oil Co. (Ltd.), \$500,000; American Colonization Co. (Ltd.), \$20,000; Lyric Amusement Co. (Ltd.), \$10,000.

BRITISH TRADE FOR HALF YEAR.

[Consul General Robert P. Skinner, London, June 15.]

The following table shows the increase and decreases of the exports of the United Kingdom classified for the six months ending June, 1915:

	Increase (+) or decrease (—) in 1915 as com- pared with 1914.
Food, drink, and tobacco.....	—\$10,514,871
Raw materials and articles mainly unmanufactured.....	— 43,337,131
Articles wholly or mainly manufactured.....	—299,068,494
Miscellaneous and unclassified (including parcel post).....	+ 3,336,817
Total.....	—349,583,679

The imports for the half year show an increase of 14.15 per cent, the exports a decrease of 28.12 per cent, and the reexports a decrease of 13.41 per cent, as under—

Imports, six months, 1915.....	\$2,088,233,862
Increase on six months, 1914.....	258,901,035
Exports, six months, 1915.....	893,000,784
Decrease on six months, 1914.....	349,583,679
Reexports, six months, 1915.....	249,763,477
Decrease on six months, 1914.....	38,705,202

The imports of bullion during the six months amounted to \$54,920,525, compared with \$169,816,435 for the corresponding period of 1914, while the exports of bullion were \$47,744,808 against \$144,915,814 in the first half of last year.

Items of Export.

Some significant articles of export during the half year are listed as follows (1 cwt. = 112 pounds; 1 cental = 100 pounds):

Exports of produce and manufactures of the United Kingdom.

	Six months ended June 30—			Six months ended June 30—	
	1914	1915		1914	1915
Malt.....cwt.	115,333	714,290	Lead and manufactures of:		
Cleaned and milled			Sweden.....tons..	702	817
rice.....do.....	282,956	586,456	Total.....do.....	22,489	20,200
Wheat flour.....do.....	679,169	917,385	Tin.....do.....	6,105	7,687
Meat.....do.....	147,329	146,412	Hardware:		
Lard.....do.....	2,885	8,141	Sweden.....cwt..	1,546	1,641
Refined coconut oil.....do.....	30,861	66,338	Norway.....do.....	810	2,193
Refined cottonseed oil.....tons..	15,409	17,483	Machine tools.....tons..	8,687	4,891
Refined palm oil.....cwt.	9,329	20,699	Cotton yarn, gray:		
Coal:			Sweden.....lbs..	740,200	1,804,500
Denmark.....tons..	1,389,551	1,537,240	Norway.....do.....	1,296,500	2,072,500
Sweden.....do.....	1,800,093	1,628,086	Denmark.....do.....	438,000	1,334,200
Norway.....do.....	1,247,501	1,359,295	Netherlands.....do.....	21,949,300	31,222,600
Netherlands.....do.....	872,526	762,209	Turkey.....do.....	2,604,700	214,600
Copper, unwrought:			Cotton yarn, bleached:		
Netherlands.....do.....	402	66	Sweden.....lbs..	24,000	55,100
France.....do.....	3,032	2,081	Norway.....do.....	48,600	101,700
Copper, unwrought:			Denmark.....do.....	180,600	168,200
Italy.....tons..	310	48	Netherlands.....do.....	992,900	196,100
British Indies.....do.....	210	197	Turkey.....do.....	2,848,600	40,400
Other countries.....do.....	581	328	Cotton piece goods, gray:		
Copper, manufactures of:			Denmark.....yds..	2,214,500	4,123,600
Sweden.....tons..	133	105	Netherlands.....do.....	29,013,400	11,472,900
Norway.....do.....	48	817	Turkey.....do.....	47,607,000	482,100
Turkey.....do.....	651	8			
Total.....do.....	11,491	7,726			

Exports of produce and manufactures of the United Kingdom—Continued.

	Six months ended June 30—			Six months ended June 30—	
	1914	1915		1914	1915
Cotton piece goods, bleached:			Cotton, flags and handkerchiefs not in the piece. Other sorts:		
Denmark.....yds..	4,222,500	6,559,500	Netherlands.....yds..	322,700	1,062,400
Netherlands...do....	4,554,200	7,138,000	Turkey.....do....	2,298,300	8,300
Turkey.....do....	70,765,900	834,300	Worsted yarn:		
Cotton piece goods, printed:			Sweden.....lbs..	496,300	337,700
Denmark.....yds..	1,321,500	2,330,100	Norway.....do....	598,600	205,400
Netherlands...do....	2,356,300	3,836,000	Denmark.....do....	1,131,700	590,500
Turkey.....do....	61,413,200	599,300	Netherlands...do....	340,900	347,500
Cotton piece goods, dyed:			United States...do....	1,122,700	409,200
Denmark.....yds..	3,571,500	3,894,000	Woolen tissues:		
Netherlands...do....	6,403,800	6,886,800	Sweden.....do....	112,900	95,500
Turkey.....do....	36,706,300	533,500	Norway.....do....	113,100	156,500
Cotton, colored:			Denmark.....do....	467,500	595,600
Denmark.....do....	221,800	287,600	Netherlands...do....	1,924,300	1,190,000
Netherlands...do....	312,300	396,500	Turkey.....do....	1,435,600	8,100
Turkey.....do....	4,603,000	77,100	United States...do....	4,241,400	2,087,100
Cotton piece goods of dyed yarn:			Total.....do....	48,646,100	43,485,500
Denmark.....yds..	3,793,300	4,151,600	Worsted tissues:		
Netherlands...do....	6,716,100	7,283,300	Sweden.....do....	173,700	125,300
Turkey.....do....	41,310,000	610,600	Norway.....do....	92,900	111,200
Cotton flags and handkerchiefs not in the piece, printed:			Denmark.....do....	145,300	205,000
Denmark.....yds..	283,200	440,700	Netherlands...do....	137,200	251,000
Netherlands...do....	135,200	209,800	Turkey.....do....	1,252,800	4,300
Turkey.....do....	2,318,300	29,700	United States...do....	16,848,600	10,818,000
Cotton flags and handkerchiefs not in the piece, other sorts, to Denmark.....yds..	444,800	208,000	Total.....do....	39,343,000	29,168,600
			Carpets and rugs:		
			United States, sq. yds.....	224,700	237,200
			Total.....sq. yds..	3,939,100	2,330,300
			Boots and shoes:		
			Netherlands, doz. prs..	33,430	37,463

The Beerport Trade.

Exports of foreign and colonial merchandise from the United Kingdom.

	Six months ended June 30—			Six months ended June 30—	
	1914	1915		1914	1915
Wheat flour.....cwt..	111,999	300,896	Cotton—continued.		
Corn.....do....	369,375	2,539,784	Netherlands...do....	17,785	259,628
Rice: to Cuba...do....	475,928	857,633	Total.....do....	1,355,067	2,001,480
Apples.....do....	35,843	82,264	Wool:		
Lard.....do....	111,596	116,264	Netherlands.....lbs..	5,270,579	568,847
Coconut oil, refined, tons..	2,976	27,533	United States...do....	64,826,846	40,351,250
Cottonseed oil.....do....	190	7,520	Total.....do....	243,262,673	60,314,787
Cinnamon.....lbs..	220,026	729,912	Refined coconut oil, cwt..	7,375	79,695
Pepper.....do....	3,948,110	10,560,578	Petroleum:		
Other spices.....do....	2,635,573	5,256,953	Lamp.....galls..	238,840	2,955,458
Onions.....bush..	278,799	375,125	Motor spirit.....do....	116,499	3,048,145
Cocoa.....lbs..	8,134,528	27,695,535	Lubricating oils.....do....	515,262	1,177,933
Coffee:			Total of petroleum.....do....	1,710,633	7,654,071
Sweden.....cwt..	11,195	24,714	Rosin.....cwt..	54,162	193,005
Netherlands...lbs..	87,159	289,179	Bristles.....lbs..	1,070,585	1,299,707
Tea.....do....	6,561,785	29,966,213	Rubber.....centals..	654,987	800,694
Tobacco, raw.....do....	2,000,047	4,504,380			
Tobacco, manufactured.....lbs..	191,725	406,426			
Cotton:					
Sweden.....centals..	18,642	142,543			

British Coal Trade.

The following comparative figures show the effect of the order prohibiting the export of coal (including anthracite and steam, gas,

household, and all other kinds of coal) and coke which came into force on May 13, 1915:

Country.	Six months ended June 30—			Country.	Six months ended June 30—		
	1913	1914	1915		1913	1914	1915
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Russia.....	2,144,328	2,009,789	19,420	Argentine Republic	1,807,301	1,825,940	958,072
Sweden.....	2,098,649	1,800,093	1,628,068	Channel Islands....	70,591	76,853	61,117
Norway.....	1,177,903	1,247,501	1,359,295	Gibraltar.....	187,767	170,629	190,066
Denmark.....	1,461,501	1,389,551	1,537,240	Malta.....	376,501	242,657	86,276
Germany.....	4,285,035	4,202,651	.....	Egypt (including	.....	.....	.....
Netherlands.....	1,027,081	872,526	762,209	Anglo-Egyptian	.....	.....	.....
Belgium.....	1,071,562	880,366	.....	Sudan).....	1,513,311	1,636,842	685,796
France.....	6,419,070	6,818,125	8,460,758	Aden and dependen-	.....	.....	.....
Portugal, Azores,	.....	.....	.....	cies.....	72,835	85,569	89,179
and Madeira.....	718,408	650,349	533,452	British India.....	105,569	110,802	12,160
Spain and Canaries.	1,910,152	1,756,681	1,046,031	Ceylon.....	127,688	172,695	31,990
Italy.....	4,708,188	4,533,077	3,068,374	Other countries....	646,655	673,457	357,970
Austria-Hungary...	574,384	462,164	.....	Total:	.....	.....	.....
Greece.....	323,658	374,132	219,489	Anthracite.....	1,407,097	1,360,242	1,014,668
Roumania.....	70,144	156,720	.....	Steam.....	26,034,245	25,094,812	16,372,730
Turkey.....	71,797	309,307	6,557	Gas.....	5,510,408	5,739,845	3,613,003
Algeria.....	671,401	610,528	525,495	Household.....	855,375	742,440	512,445
Portuguese West	.....	.....	.....	Other sorts.....	1,719,110	1,649,599	819,744
Africa.....	139,131	97,993	112,784	Total.....	35,526,235	34,586,938	22,332,590
Chile.....	364,772	302,205	35,430	Coke.....	499,670	517,609	419,709
Brazil.....	1,021,774	727,128	341,270				
Uruguay.....	359,679	390,608	204,092				

British Wool Trade.

The exportation of wool and woollen goods, except under licenses which are obtained with great difficulty, is prohibited to all destinations abroad other than British possessions and protectorates, and the effect of this prohibition may be seen from the following tables:

EXPORTS.

Sheep's or lambs' wool.	Six months ended June 30—			Sheep's or lambs' wool.	Six months ended June 30—		
	1913	1914	1915		1913	1914	1915
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>		<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Russia.....	1,636,000	4,566,000	213,100	United States....	4,276,600	12,398,200	6,296,300
Germany.....	3,150,000	2,267,700	.....	Canada.....	1,198,300	884,700	1,726,300
Netherlands.....	597,300	1,107,100	47,200	Other countries..	1,558,800	1,776,700	1,028,100
Belgium.....	347,600	531,900	.....	Total.....	13,075,600	23,936,700	9,911,900
France.....	311,000	404,400	601,900				

REEXPORTS.

Sheep's or lamb's wool.	Six months ended June 30—			Sheep's or lamb's wool.	Six months ended June 30—		
	1913	1914	1915		1913	1914	1915
	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>		<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>
Germany.....	54,733,459	79,624,483	.....	United States....	24,968,246	64,826,846	40,354,250
Netherlands.....	3,597,183	5,270,579	568,847	Other countries..	3,604,371	3,023,247	7,057,325
Belgium.....	35,344,278	44,075,788	.....	Total.....	169,855,977	243,262,673	60,344,787
France.....	47,608,440	46,441,730	12,364,365				

Declared Exports to the United States.

The total amount of declared exports to the United States from the consular district of London amounted during the month of June, 1915, to \$11,812,535, as against \$13,194,559 in May, and \$13,406,231 in April. The total for the first six months of 1915 amounted to \$70,616,024, as against \$65,877,681 in the first half of 1914.

The value of the principal exports included in the foregoing during the first six months of 1915, as compared with the first six months of 1914, were as follows:

Articles.	1915	1914	Articles.	1915	1914
Rubber, crude, and milk of	\$33,508,251	\$18,172,348	Cocoa	302,996	.....
Tin, bars, blocks, pigs	5,285,502	7,065,169	Hats, of straw, chip, etc.	186,952	.....
Tea	1,507,059	1,691,105	Sausage casings	543,673	.....
Precious stones	3,476,167	3,838,858	Oilcloth, inlaid	207,607	.....
Bristles, sorted	379,768	705,830	Plumbago	262,993	.....
Paper stock	192,758	335,599	M. O. P. Shells	330,494	.....
Rice	748,401	150,216	Pickles and sauces	158,665	.....
Woolens, cloths, etc.	737,147	820,497	Books (Sch. 1785)	547,570	.....
Woolens, wearing apparel	151,865	303,381	Gin	262,893	.....
Beer and ale	227,601	294,405	Leather:		
Indigo, natural	205,126	3,094	Skins for Morocco	241,017	.....
Glycerin	907,482	328,784	Tanned skins all		
Household effects	172,583	272,263	other (Sch. 449)	300,316	.....
Ostrich feathers	745,635		Hemp, unmanufactured	227,651	.....
Wool	5,013,100	2,855,270	Creosote oil	1,391,686	.....
Hides	2,821,535		Chemical compounds		
Fur skins	1,098,702		(Sch. 1009)	143,217	.....
Art: Antiques, paintings, etchings	1,758,641		Ivory	260,267	163,240

Foreign Trade for June, 1915.

Imports, June, 1915	\$370,398,060
Increase on June, 1914	86,799,595
Exports, June, 1915	161,731,158
Decrease on June, 1914	32,310,679
Reexports, June, 1915	45,503,425
Increase on June, 1914	2,904,838

The foreign trade of the United Kingdom in June still showed a distinct improvement, the imports being the largest recorded, the highest previous monthly total having been \$360,422,723 in December, 1912, or \$9,975,337 less than the present figures. There was also an increase in the reexports of \$2,904,838, as compared with a decrease of \$623,885 in the previous month, and on balance the total foreign trade in June was nearly \$58,398,000 greater in value than in the corresponding month of 1914. The following table shows the percentage changes month by month in 1915, the comparison being with the same months of last year:

Month.	Imports, increase or decrease.	Exports, decrease.	Reexports, decrease.
	Per cent.	Per cent.	Per cent.
January	- 0.88	41.00	29.2
February	+ 5.18	36.55	33.4
March	+12.91	32.21	15.4
April	+19.55	19.46	7.71
May	+21.22	20.05	1.23
June	+30.60	16.65	6.81

Of the reexports, Holland and Sweden each took about five times as much cotton as in June, 1914, and during the past half-year Sweden received 142,543 centals and Holland 259,628 centals of cotton, against 18,642 centals and 17,785 centals, respectively, in the same period of 1914.

Changes in Imports.

Of the total advance in the June imports, about three-fifths represent foodstuffs, which have increased \$50,511,024 in value. A large

proportion of this increase is due to higher prices, especially of wheat, meat, and sugar. Larger quantities of wheat, oats, bacon, hams, cheese, tobacco, etc., were received from the United States, and the Argentine contributed larger shipments of wheat, corn, frozen beef, and mutton. There was a considerable diminution in the supply of potatoes, sugar, and eggs, but more tea, coffee, and cocoa were received.

Under the classification of raw materials, in which there was an increase of \$35,625,179, there were increases in textile materials, oils, and rubber. An additional 1,314,592 centals of raw cotton, practically all from the United States, was received, and there was an increase of 24,836,316 pounds of lambs' wool from Australia and British South Africa. Larger quantities of linseed were shipped from Argentine, more cotton seeds from Egypt, and more tallow from Australia, New Zealand, and China, but the imports of petroleum were nearly 5,000,000 gallons smaller, but the cost was only \$298,618 less. Rubber showed an increase of 38,705 centals in quantity and \$2,253,004 in value, the larger supplies coming mainly from the Straits Settlements, the Federated Malay States, and Ceylon.

In the manufactured goods the only noticeable advance, amounting to \$747,558, was in chemicals.

June Exports.

In the June exports coal showed a decrease of 2,274,000 tons in quantity and \$3,710,098 in value, while in wool there was a decline of \$910,035, the total decrease in raw materials amounting to \$4,774,348.

In manufactured articles the principal decreases were \$1,537,532 in iron and steel, \$6,045,069 in machinery, \$2,949,323 in new ships, \$7,456,081 in cotton fabrics, and \$2,644,242 in woolen goods. Larger quantities of cotton yarn were exported to France, Holland, and the Scandinavian countries, but the price was lower.

SUGAR MACHINERY FOR CUBA.

[Consul P. Merrill Griffith, Santiago, July 24; supplementing dispatch in **COMMERCE REPORTS** for July 27.]

Referring to contemplated improvements in many Cuban sugar mills within the near future, a recent article published in "Sugar" states that there are prospects of a new mill being erected soon at San Juan y Martinez, Pinar del Rio Province; also that an American company has recently purchased the Miradero farm, located at Bayamo, with the intention of erecting a mill of 100,000 bags capacity immediately; that the Perseverancia sugar mill, with the exception of its crusher, is to be completely equipped for the running of its machinery exclusively by electricity; that the Reformia, San Lino, San Jose, and Maria Victoria mills intend to install new boilers before next season; that the San Ramon (Pinar del Rio) mill intends to erect a new steel machinery house with a wing to be used for warehouse purposes, and which will have a capacity of 20,000 bags; that the Central Juragua contemplates buying new centrifugals and changing its evaporators, and that more or less extensive improvements will also be made at the Camaguey, Santo Rito, and Victoria mills.

RECENT TRADE STATISTICS.

The value of the imports, duties collected, and exports, for the week ending July 31, 1915, at the 13 principal customs districts of the United States, handling 88 per cent of total imports and exports, based on transactions in May, 1915, was as follows:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$11,830	\$34	\$513,007
Massachusetts (Boston).....	2,644,372	195,885	2,029,180
New York.....	17,226,494	2,675,995	35,401,257
Philadelphia.....	1,211,996	269,159	874,845
Maryland (Baltimore).....	589,549	30,470	584,894
Virginia (Norfolk).....	177,403	38,666	1,916,770
New Orleans.....	1,559,331	200,765	3,474,458
Galveston.....	123,942	1,016	2,116,998
San Francisco.....	3,514,749	78,644	1,219,537
Washington (Seattle).....	2,066,961	48,435	996,506
Buffalo.....	190,146	3,480	1,615,436
Chicago.....	434,690	113,491	571,754
Michigan (Detroit).....	507,235	38,750	2,919,907
Total.....	30,258,698	3,694,780	54,234,569

Cotton exported during the week ending July 31, 1915, at the 12 principal customs districts of the United States were as follows:

Districts.	Bales.	Districts.	Bales.	Districts.	Bales.
Georgia.....	5,015	Philadelphia.....	.....	San Francisco.....	4,757
Massachusetts.....	214	South Carolina.....	.....	Washington.....	8,890
Maryland.....	.....	Virginia.....	.....	Total.....	69,539
New York.....	12,980	Galveston.....	14,738		
North Carolina.....	.....	New Orleans.....	22,945		

ESTIMATES OF PRODUCTION OF PARAGUAYAN TEA.

[Consul Samuel H. Wiley, Asuncion, June 20.]

The Paraguayan Government has just compiled figures showing the estimate of production of yerba maté (Paraguayan tea) for 1915 and those for the production during 1914, the estimate for this year indicating that there is expected to be a decrease in production. The figures are:

Districts.	1914	1915	Districts.	1914	1915
	Pounds.	Pounds.		Pounds.	Pounds.
Concepcion.....	2,843,934	1,979,731	Cazapa.....	22,046	440,920
San Pedro.....	7,987,817	7,028,265	Encarnacion.....	5,877,464	4,761,936
Guaira.....	.....	16,534	Total.....	17,333,117	15,541,328
Yhu.....	601,856	1,313,942			

Yerba maté is the daily household beverage of the masses of Paraguay, and is consumed to a large extent in Brazil and Argentina. It has been introduced into Europe, where its use has been increasing.

Consul General Joseph I. Brittain, at Sydney, Australia, quotes the press of that city as stating that the Yokohama Specie Bank is about to open a branch of its business in Sydney to facilitate commercial transactions between Australia and Japan.

OPPORTUNITY FOR AMERICAN UNDERWEAR IN WALES.

[Vice Consul William L. Jenkins, Swansea, July 16.]

The imports into the United Kingdom of American goods manufactured from wool and cotton have shown a tendency to increase during the past few years.

In 1911 the total value of the woolen goods retailed in the Kingdom was \$32,840; in 1912, \$78,783; and in 1913, \$116,698.

Values of imported cotton manufactures of all kinds increased from \$1,486,253 in 1911 to \$1,976,183 in 1912 and \$2,017,534 in 1913.

The woolen underwear used in Wales, however, is almost wholly made in the United Kingdom, practically none being imported from foreign countries. The main manufacturing centers are at Nottingham and at Leicester, England, and at Hawick, Scotland. No underwear is made in Wales. The only woolen goods coming from this section are made in Carmarthenshire, and consist of cheap heavy shirts, used by laborers, and at present to some extent by privates at the front.

The British woolen mills are busy on Government orders. One dealer estimates that 75 per cent of the yarn available has been taken by the Government. This tends not only to delay deliveries to jobbers, but also to increase the price.

Conditions Favorable for American Underwear.

It is believed that conditions are now more favorable for the introduction of American underwear than they have been for many years, and though most orders for the coming fall and winter have been placed, preparations may be made for the next summer season.

Official statistics of the use of these goods in this section are not available, but as the total estimated population included in the consular district is 1,580,000 and the consumption is normal, an idea may be formed of the extent of the trade.

Some American cotton wear is already on this market, but in comparison with the total the amount sold is insignificant. More than 90 per cent of the local trade is in woolen goods.

Some heavy underwear, mostly fleece lining, had been bought indirectly from Austria before the war. German yarn had also been used, mostly in thick garments, the wholesale price of which has increased from \$6.20 to \$9.37 per dozen. The Austrian and German goods combined, however, were less than 5 per cent of the total sold.

One firm states that it used to handle large quantities of drab merino goods, a mixture of cotton and wool, but that of late this demand has completely fallen off.

Prevailing Prices for Underwear.

Wholesale prices for men's underwear vary from 24 shillings (\$5.84) to 178 shillings (\$43.31) per dozen, depending entirely on quality, the most popular being those from \$5.84 to \$14.60 per dozen, particularly those bought at \$11.68 per dozen. Goods costing about \$6.08 per dozen usually retail at 60 cents per garment. As a whole, prices are now 25 per cent higher than they were before the war. For instance, heavy winter drawers, which had been bought for \$17.52 per dozen, now cost \$20.44. The vests cost \$1.46 per dozen less than the drawers.

Some garments made of taffeta are exhibited at local shops. These are stated to cost \$11.68 per dozen for both the vests and pants and retail at \$1.31 per garment. The high-grade goods are mixtures of wool and silk, the prices of which vary from \$37.96 to \$43.31 per dozen.

Women's wool and silk garments retail at from 73 cents to \$1.68 per garment. There is little demand for cheaper articles. There is little call for men's combination suits. Women's combinations have a good sale and retail from \$1.68 to \$2.56 per suit.

Demand Chiefly for Articles Made Up.

There is no demand for fleeced cotton fabric such as could be made up locally into bloomers or women's knickers. The demand in this district is principally for articles already made up.

In quoting prices, American firms should be particular about expressing them in terms of English currency and to send c. i. f. Swansea prices, instead of those f. o. b. New York. The Bristol City Steamship Co. has direct sailings from New York to Swansea, and by applying to the New York agents, James Arkell & Co., Kemble Buildings, Whitehall Street, New York, the insurance and freight rates should be easily obtainable.

Jobbers are accustomed to a discount of 2½ per cent for from one to three months. They are sometimes allowed 3¼ per cent for immediate payment.

[Lists of the principal dealers in this district may be obtained from the Bureau of Foreign and Domestic Commerce, or its branch offices.]

IMPORTS AND EXPORTS OF COPPER.

The imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan during the week ended July 24, 1915, were as follows:

IMPORTS.

Countries.	Ore, matte, and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	Pounds.		Pounds.	
Canada	981,316	\$93,195	1,488,664	\$266,641
Mexico			768	117
Japan			391,022	70,111
Total	981,316	93,195	1,880,454	336,869

DOMESTIC EXPORTS.

Countries.	Pigs, ingots, bars, plates and old, etc.		Countries.	Pigs, ingots, bars, plates and old, etc.	
	<i>Pounds.</i>			<i>Pounds.</i>	
France	7,492,788	\$1,440,968	Salvador	2,274	62
Italy	187,556	17,856	Cuba	1,067	212
Netherlands	113,402	24,572	Argentina	15,222	3,039
Russia	1,905,316	374,350	Chile	4,585	878
Spain	89,388	5,691	Colombia	12,710	1,921
England	1,308,704	263,484	Australia	263,621	46,280
Canada	4,359	1,079	Total	11,352,552	2,181,114
Nicaragua	530	105			
Mexico	2,990	617			

AUTOMOBILE-TIRE SITUATION IN BRAZIL.

[Consul General Alfred L. Moreau Gottschalk, Rio de Janeiro, June 11.]

Although crude rubber constitutes the second great export product of Brazil, there are no automobile-tire factories here, and the country is entirely dependent on foreign tires to supply its large number of motor cars.

English, French, German, Italian, and Belgian makes have dominated the Brazilian market. This has been due not so much to the excellence of the European product as to skill in marketing it, to the establishment of good local connections, and granting favorable credit terms to reputable local dealers. The European factories even went so far as to make tires in the standard American sizes, which were much used on American automobiles in Brazil.

Shares of Leading Countries.

Despite a loss of nearly \$10,000 in its sales of automobile tires to Brazil during 1914, the United States maintained its proportionate share of the year's trade, but this share is only 3 per cent of the total. France, Germany, and Italy suffered severe losses during the year as compared with their trade in 1913, but Belgium and Great Britain made substantial trade advances. These facts are graphically shown in the following summary:

Imported from—	1913	1914
United States	\$24,363	\$15,714
Belgium	57,608	79,633
France	375,662	188,247
Germany	160,740	74,131
Italy	59,187	11,416
United Kingdom	63,333	100,965
All other countries	5,302	6,975
Total	746,195	477,086

Recent Tariff Legislation.

The duty on automobile tires during 1914 was 5 per cent ad valorem. On December 31, 1914, the Brazilian Congress enacted a law whereby an import duty of 50 per cent ad valorem was assessed on all automobile tires not made of the grade of rubber known as "fine Para" and entering the country after March 31, 1915. This law remained technically in force some days, but the customs officials were unable to enforce its provisions owing to the difficulty of determining the origin of the rubber.

Recently new rulings have improved, if they have not altogether relieved, the situation. These rulings require that importers, besides paying the former rate of duty (5 per cent ad valorem), shall sign a promise (called termo de responsabilidade) to pay the difference in duties in the event Congress should fail to repeal the "fine Para" law.

Price Advances Due to Tariff.

One of the most popular brands of tires used here and commanding a very large sale is the French "Michelin." This firm, through its local agents, has published the following interesting table of normal prices for various types of tires, together with the surcharge

imposed by reason of the increase in the Brazilian tariff rates, which supplementary charge is to be refunded to the purchaser in the event the law is repealed:

Diameter and section.	"Chato" type.		"Semelle" type.		Inner tubes.	
	Normal price.	Extra charge.	Normal price.	Extra charge.	Normal price.	Extra charge.
710-90 millimeters	\$18.00	\$8.75	\$25.73	\$9.13	\$5.25	\$1.58
760-90 millimeters	19.15	9.25	27.00	9.75	5.50	1.65
810-90 millimeters	20.25	9.88	28.88	10.13	6.00	1.75
870-90 millimeters	21.75	10.63	31.50	11.25	6.25	1.93
910-90 millimeters	24.25	11.13	32.75	11.75	7.00	2.00
765-105 millimeters	26.63	11.63	36.25	12.38	7.88	2.20
815-105 millimeters	28.50	12.50	38.75	13.25	8.50	2.33
875-105 millimeters	30.63	13.38	41.75	14.25	8.75	2.40
915-105 millimeters	32.50	13.88	44.00	15.00	9.38	2.55
820-120 millimeters	34.00	14.75	43.25	15.13	9.75	2.93
880-120 millimeters	37.00	15.88	47.25	15.25	10.75	3.10
920-120 millimeters	38.75	16.50	49.25	16.80	11.25	3.25
1020-120 millimeters	43.50	18.88	55.25	19.00	13.00	3.58
835-135 millimeters	48.00	17.25	61.50	18.50	11.25	3.26
895-135 millimeters	41.63	17.75	54.50	19.13	11.75	3.45
935-135 millimeters	48.88	18.88	58.00	20.13	12.50	3.58
30-3 inches	13.88	7.75	21.38	9.00	4.63	1.60
30-3½ inches	21.75	10.25	29.63	15.63	6.38	1.73
32-3½ inches	23.25	10.88	31.50	11.75	6.88	1.88
32-4 inches	29.25	12.25	38.00	13.38	7.75	2.00
33-4 inches	30.25	12.38	.....	.....	7.88	2.13
34-4 inches	31.38	13.38	40.75	14.00	8.25	2.38
36-4 inches	34.00	14.00	43.00	14.63	8.75	2.50
36-4½ inches	39.00	16.88	49.00	17.50	11.38	3.13
36-5 inches	44.38	14.13	56.75	19.75	11.75	3.18
37-5 inches	47.50	19.25	59.25	20.25	11.75	3.18

The values in the foregoing table have been converted to American currency at the rate of 25 cents to the paper milreis.

[A list of Rio de Janeiro importers of automobile tires may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch

AMERICAN PURCHASES OF SCOTTISH WARES.

[Consul H. D. Van Sant, Dunfermline, Scotland, July 12.]

The declared exports from Dunfermline to the United States for the quarter ended June 30, 1915, totaled \$376,534, a decrease of \$56,460 from last year. The decrease occurred principally in linen goods, total value being \$283,494, a loss of \$55,410. Linoleum exports were \$62,171; increase, \$1,675. The total decline during the past six months was \$116,917. At first linen manufacturers feared that the yarn and flax shortage would almost wholly stop their factories, but materials are now obtainable at higher cost. The increased cost of production, and the reported unwillingness of American importers to place orders beyond immediate requirements, has greatly restricted business. Cottons and unions have largely taken the place of high-priced linen fabrics.

Sample of Teak Wood from Indo-China.

The Bureau of Foreign and Domestic Commerce has received from Special Agent Smith, who is traveling in the Far East and Australia investigating the lumber markets of those regions, a sample of teak wood forwarded from Saigon, Indo-China. This sample will be loaned to any American concern interested in the importation of teak.

EFFORT TO STABILIZE PERUVIAN EXCHANGE.

[Clipping from West Coast Leader for June 24, transmitted by Commercial Attaché A. I. Harrington, Lima.]

A new effort to establish the equilibrium of foreign exchange in Lima has been inaugurated by the banks and a number of the large commercial houses, though the prospect of anything definite being accomplished along this line, while the demand for drafts so far overshadows the supply is generally considered doubtful.

At a meeting of the Lima Chamber of Commerce on Friday last the question of exchange was taken up and discussed at some length. Owing, however, to the announcement that a meeting of the Lima bankers had been called for Saturday to consider the same question, it was agreed to await the results of this meeting before proceeding further.

At the meeting of bankers on Saturday morning, after a general discussion of the situation and the possible rate at which exchange might be fixed and maintained, it was agreed to submit to the consideration of the Lima Chamber of Commerce a proposal, to be sanctioned and enforced in so far as possible by that organization, fixing the rate at $8\frac{1}{2}$ per cent for 90 days on London, with the provision that the banks might make their collections at 9 per cent.

Accordingly, at the second meeting of the chamber of commerce on Monday afternoon of this week, the bankers' proposal was received and approved. It was then determined to form a league of buyers and sellers of foreign drafts, who would adhere to the quotations as fixed by the chamber of commerce, thus giving stability to the exchange market and preventing speculation.

[From the July 1 issue of West Coast Leader.]

Text of Exchange Agreement.

At a meeting held in the Bank of Peru and London on Saturday of last week and attended by the managers of the Lima banks and Messrs. Iglehart, Hammond, F. Milne, and Ayulo it was decided to place in circulation a draft of the proposed foreign exchange agreement. The text of the exchange agreement, to which, it is stated, a majority of the buyers and sellers of foreign drafts have affixed their signatures, although the list of "buyers and sellers" referred to is not given, is as follows:

(1) The subscribers to this agreement undertake to neither buy nor sell foreign exchange at a rate exceeding $8\frac{1}{2}$ per cent for 90 days on London. In drafts on New York the rate may be increased by 4 cents gold over the equivalent of the exchange in that market for 90 days on London. The differences of time between one draft and another shall be estimated at the rate of one-half of 1 per cent premium. (2) The banks will be allowed to make their collections at the rate of 9 per cent for 90 days on London, and for the equivalent of this rate, in conformity with the preceding article, for collections of American money. (3) The subscribers agree to buy their drafts preferentially from the persons or organizations signing the present accord. (4) This agreement will be dissolved if any of the subscribers give notice to that effect 8 days in advance. (5) The Bolsa Boletín will publish the telegrams received from New York communicating the exchange-rate ruling in that market for sight drafts

on London. (6) The subscribers to this agreement will undertake to form a fund of not less than £20,000 (\$97,330 U. S. gold), with the object of furnishing small drafts to private individuals and retail merchants. (7) In the operations of purchase and sale only one commission will be paid, not exceeding one-fourth of 1 per cent.

[The Peruvian exchange situation was also discussed in **COMMERCE REPORTS** for July 20, 1915.]

COFFEE EXPORTS FROM VENEZUELAN PORT.

[Consul George Kenneth Donald, Maracaibo, July 4.]

Figures showing the coffee exports from Maracaibo, by months, for several fiscal years past, have been prepared. These figures, giving the number of bags, for the past half-dozen years are:

Months.	1909-10	1910-11	1911-12	1912-13	1913-14	1914-15
November.....	37,301	37,824	31,441	50,724	44,953	34,996
December.....	51,129	25,151	39,625	52,404	48,505	41,731
January.....	47,226	17,109	39,517	37,491	40,360	37,582
February.....	31,456	25,035	43,256	53,240	47,121	36,810
March.....	32,123	18,321	49,435	42,747	30,302	58,638
April.....	29,140	23,730	67,493	53,810	50,293	46,155
May.....	22,739	51,766	29,055	54,407	53,955	51,981
June.....	44,623	39,366	37,575	43,112	51,541	32,944
July.....	31,985	42,039	51,615	44,610	32,805	.....
August.....	35,368	29,937	23,249	41,182	43,601	.....
September.....	34,890	46,103	48,551	39,754	58,008	.....
October.....	19,399	53,947	49,047	56,856	19,023	.....
Total.....	417,379	410,328	502,859	572,387	520,467	.....

The amounts for 1914-15 are brought up to the end of June, the latest figures available at the time of the preparation of this report.

FIRE EXTINGUISHERS FOR ITALY.

[Consul John H. Grout, Milan, July 7.]

There is a good market in Italy, if properly worked, for American fire extinguishers. Owing to various new regulations, house owners are obliged to provide buckets of water and other facilities for extinguishing sudden fires. I have not seen in this city a single fire extinguisher that for efficiency and appearance can compare with those made in the United States. Various sizes could be sold here ranging from the small containers for use in flats and apartments to the largest sizes for use in factories.

Should representatives come over at once, I believe a good business could be done and American fire extinguishers placed permanently upon this market. Those I have seen here are red painted, apparently made of tin, and contain very little liquid. Milan has the usual fires that occur in a modern city of 600,000 inhabitants. This is a matter well worth investigation.

Lead prices averaged 5 cents per pound in 1850, 7 cents in 1864, 3 cents in 1896, 5.7 cents in 1906, 3.9 cents in 1914. The price is now about 5.8 cents.

FOUNTAIN-PEN TRADE IN BOHEMIA.

[Consul Charles L. Hoover, Prague, Bohemia, Austria, June 22.]

Fountain pens are very popular in Bohemia, and they are carried by practically all business men, students, and clerks.

Naturally the cheaper makes are in the greatest demand, but pens of the best quality and ornamented with silver or gold filigree are also sold to a certain extent. One dealer has stated that he sells about 12 ordinary, cheap, serviceable pens to one high-priced ornamented pen.

Aside from a well-known American make, the fountain pens having the largest sale here are those made by firms in Berlin, Heidelberg, and Elberfeld. Besides these, many other German, English, and American makes are sold in normal times.

The cheapest pens are sold at retail for 7 crowns (crown=\$0.203) to 60 crowns each, according to quality and ornamentation. Wholesale prices are generally 33 per cent lower than the retail prices, which are fixed by the manufacturer as a rule.

Most manufacturers allow 5 per cent discount for cash or give three months' credit.

Fountain pens are not specially mentioned in the Austrian tariff. Manufactures of hard rubber, not specified, if imported from the United States, are dutiable at 100 crowns per 100 kilos; gold pen points are dutiable at 24 crowns per kilo, while complete fountain pens would probably be dutiable at 850 crowns per 100 kilos as manufactures of hard rubber with gold mountings. Price lists and unbound catalogues not illustrated are dutiable at 12 crowns per 100 kilos. Ordinary catalogues with illustrations, unbound, the illustrations not making up the chief part thereof, are dutiable at 15 crowns per 100 kilos. (1 crown=20.3 cents; 1 kilo=2.2046 pounds.)

With reference to advertising, an inquiry into the methods followed by the manufacturers of many articles which have a large sale here shows that the advertising systems in vogue at home may be successfully followed here. Foremost in bringing trade are the advertisements inserted in first-class newspapers and periodicals. These are followed in point of efficiency by the billboard and street-car placards. Electric signs are little used. A list of publications and advertising rates will be found in "Foreign Publications for Advertising American Goods," for sale by the Superintendent of Documents, Washington, D. C., at 25 cents. There is little use to write to firms here until conditions improve.

SUCCESSFUL STREET CAR LINE IN AFRICA.

[Consul William W. Masterson, Durban, South Africa, June 24.]

Current for operating the Durban municipal electric car lines is purchased at 2 cents per unit. Passengers can ride 3 miles for 3 cents. Facilities offered to school children are also generous; for 61 cents a child can travel approximately 700 miles in the 10 weeks covered by the ticket. [These are some of the points from a complete report on "Durban Electric Tramways," by General Manager H. N. Thomas, in the May number of the South African Railways and Harbors Magazine.]

MANY LIFE INSURANCE POLICIES LAPSE IN JAPAN.

[Consul General George H. Scidmore, Yokohama, June 15.]

The Japanese press states that, with a view to furthering the progress of life assurance lines in this country, the Department of Agriculture and Commerce has secured appropriations for inspectors whose duty it is to eliminate evils arising from the scramble for new business, and to prevent the growth of semi-insurance offices with questionable practices. Nevertheless the business is not advancing, the most noticeable feature being the failure of the upper middle classes to fulfill their contracts to the end, and the resulting nullification of policies. In April last, for example, new policies issued by domestic companies were valued in U. S. currency at \$8,061,624, while policies nullified totaled \$1,472,586. The total value of policies outstanding at the end of the month was \$573,325,488.

Comparison of the total amount of new policies issued in April with those for the corresponding time in the two preceding years shows how much the business has fallen back lately. The amounts (converted to U. S. currency) are: 1913, \$10,792,474; 1914, \$11,584,172; 1915, \$8,061,688.

Steady Increase in Policies Nullified.

Policies nullified show a steady increase, as is seen in this statement for April in three succeeding years, the proportion of these to the new policies issued also increasing by leaps and bounds: 1913, \$3,412,722; 1914, \$4,701,106; 1915, \$6,178,335. Their proportion to the gain in new policies was: 1913, 31.1 per cent; 1914, 40.5 per cent; 1915, 76.6 per cent. In consequence, there is an increasing rate of decline in the net gain reported in value of outstanding policies for succeeding years, figures for three years being: 1913, \$7,034,997; 1914, \$6,500,593; 1915, \$1,472,900.

[Recent articles on the insurance situation in Japan appeared in **COMMERCE REPORTS** for April 10 and May 15, 1915.]

RED PAINT TESTED ON LIGHT VESSEL.

All sorts of weather conditions failed to cause any perceptible fading of a new brand of red paint which was applied to Fire Island Light Vessel, New York, in June, 1914, and was exposed to the elements for 10 months, during which the craft was continuously on station. The Bureau of Lighthouses reports that the paint showed up a bright red at the end of that period and gave the vessel a very conspicuous and neat appearance.

A test of this paint was also made on several nun buoys in the seventh and eighth lighthouse districts, where the action of the weather on red paints has been found to be severe because of the unfavorable conditions as to heat and moisture, and after a period of several months it was reported that the paint had not faded, and that the buoys were being commented on favorably on account of their bright color.

Copper prices since 1850 have fluctuated from 22 cents per pound average in that year to 47 cents in 1864, to 9½ cents in 1894, 20 cents in 1907, and 13½ cents in 1914. Copper now sells at 19½ cents.

MARKET FOR PATENT MEDICINES IN SIAM.

[Vice Consul Carl C. Hansen, Bangkok, June 10.]

Definite statistics as to the amount and value of patent medicines imported yearly into Siam are not available, but it seems fairly certain, however, that of the \$487,513 worth of medicines imported during the fiscal year 1914 about one-third were patent medicines.

The demand for patent medicines depends largely upon the extent to which such are advertised in the Siamese local press and in the native language. At present a number of patent and other preparations, which have been largely advertised, have reached very large sales, but the containers of all of these remedies, however, were furnished with labels and literature in the Siamese language, and consisted mainly of tonics, blood purifiers, tissue builders, headache cures, laxatives, and specifics.

After the sale of a remedy has been established, it is important that the form and packing in which it was originally exploited be strictly followed in every detail. Special attention should be given to packing in containers which absolutely exclude moisture. The nature of the remedy should be of the kind which does not easily deteriorate in efficiency, form, or color in the tropical climate which prevails in Siam. Quite a number of United States pharmaceutical specialties have been successfully exploited in Siam, and are now in steady demand, but the most popular of these, however, have conformed with the conditions mentioned.

Method of Sale—Registration—Import Duty.

In general the method of distribution followed in Siam by a successful manufacturer may be recommended, namely, the placing of a sufficient stock of the article with a reliable drug house in Bangkok, which on commission basis distributes the goods to dealers for cash, and which, at the expense of the manufacturer, advertises extensively in the Siamese press. (A list of drug stores in Siam is found in the World Trade Directory.)

The operation of the law for registration of trade-marks and trade names, which was published in 1914, was indefinitely suspended during the same year, and there are no legal or other restrictions in force for the sale of proprietary medicines.

The import duty assessed on patent medicines entering Siam is 3 per cent ad valorem only, and is without classification, but the customs, however, require that the actual or net weight of the fluid or substance, without the container and packing, should be given in the invoice.

ISSUE OF BRAZILIAN BONDS AUTHORIZED.

Consul General A. L. M. Gottschalk, at Rio de Janeiro, Brazil, reports the authorization by a decree of the Brazilian Government of the issuance of paper treasury bonds to the amount of 50,000 contos of reis, in accordance with the terms provided in a decree of February 5, 1915, in which it was ordered that they should bear interest of 5 per cent gold per annum, redeemable in one year unless the condition of the country shall require that the payment be extended. The bonds are to have the nominal values of 100, 200, 500, and 1,000 milreis. In Brazilian currency a conto is 1,000 milreis, and the gold milreis is equivalent to \$0.546 United States currency.

RECLAMATION OF WASTE GREASES IN GERMANY.

[Commercial Attaché Erwin W. Thompson, The Hague, Netherlands.]

German technical papers are reviving the idea of reclaiming fats and other useful products from sewage. Dr. H. Bechhold, of Frankfort, estimates that the sewage of German cities contains at least 10 grams of grease per capita per day, and that its total value is more than \$14,000,000 per annum.

Sewage contains 90 to 95 per cent of water, which must be evaporated, or otherwise removed, in the reclamation process. The cost of fuel for evaporating so much water has heretofore prevented any commercial successes in this work, but under present conditions this subject is assuming a timely importance.

An experimental plant has been installed at Frankfort with a daily output of 4 to 5 tons of solids reclaimed from sewage. The fats extracted from this mass are distilled and used for soap, candles, and other industrial purposes. The residue from the distillation is a sort of hard pitch, which may be used for paving. Several uses are suggested for the fat-free solids. Three parts of these solids mixed with one part of coal are said to make an acceptable fuel for operating plants. The ash, or slag, resulting from the combustion is suitable for paving. The complete solid is useful as a fertilizer, as it contains about 5 per cent of nitrogen. Ammonia might also be extracted from it. An apparently new and original idea is suggested by Dr. Hofer, of Munich, who asserts that this fat-free solid, thrown into a fish pond, causes the growth of small organisms that are an acceptable food for fishes.

In considering Germany's consumption of foreign fats and greases, it is not sufficient to reckon merely with the amounts imported as such, but account must be taken of the immense amounts manufactured from imported seeds and nuts, which totaled 609,460 metric tons in 1913. The total foreign fats of all kinds consumed in 1913 was 850,152 metric tons.

WATER FILTERS LITTLE USED IN COSTA RICA.

[Consul C. Donaldson, Port Limon, July 9.]

Port Limon's purchases of foreign water filters approximate but \$1,500 annually, and of these imports 66 per cent comes from the United States, 24 per cent from Germany, and the rest from Italy and France. The stone-jar type is in general use, but occasionally a faucet filter has been introduced.

Three firms [whose names may be had from the Bureau of Foreign and Domestic Commerce or its branch offices] import practically all the filters used in this district. There is no duty on water filters.

The July 21 issue of the Canal Record states that the steamship *George Hawley* of the Boston & Virginia Transportation Co., which passed through the Panama Canal on July 5, carried the first whole cargo of steel to be shipped through the Canal in the United States coastwise trade. The shipment amounted to 3,849 tons and was from New York to San Francisco and Portland.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

Fire extinguishers, No. 17727.—An American consular officer in England reports that there is a demand in his district for fire extinguishers for household use.

Wire, No. 17728.—The Spanish Government by Royal Decree has authorized the Minister of the Interior, through the General Director of Post and Telegraph, to buy 35 tons of galvanized steel wire, 2 millimeters in diameter; 40 tons, 3 millimeters in diameter; 100 tons of 4 millimeters; and 25 tons of 5 millimeters. This wire is to be used in the national telegraph and telephone service. Offers should be submitted in Spanish. The address of an official to whom communications should be sent may be had on application to the bureau or its branch offices.

Cottonseed oil, No. 17729.—An American consular officer in Chile reports that a business man in his district desires to receive samples of heavy cottonseed oil suitable for mixing with edible animal fats. New York City references given.

Packing-house products, 17730.—A firm in the United States writes that it is in receipt of a communication from a firm in northern Africa which desires to represent American pork packing houses. The firm states that it supplies the army with such products.

Mineral wax, 17731.—An American consular officer in Russia states that a firm in his district desires to receive the names and addresses of American firms which are in a position to buy crude ozokerite and its by-products.

Letter boxes, 17732.—The postal authorities of a Central American Government inform an American consular officer that they propose to abandon the present cumbersome letter boxes in use and desire to communicate with American manufacturers of letter boxes similar to a diagram which may be examined at the bureau or its branch offices. The boxes should be 12 inches high, 12 inches wide, and 6 inches deep. The doors are to be numbered consecutively and be supplied with a key which will fit all the locks.

Zinc dust, 17733.—A firm in England writes an American consular officer that it desires to communicate with American manufacturers of zinc dust. References given.

Paper, 17734.—An American consular officer in Greece transmits the name and address of a firm in his district which is in the market for large quantities of print paper. Samples and specifications may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices. Offers are desired by wire.

Umbrella material, 17735.—A firm in Brazil informs an American consular officer that it desires to communicate with American manufacturers of umbrella frames, handles, etc. A sample handle may be examined at the Bureau or its branch offices. The following size frames are desired: 61, 58, and 54 centimeters long, with 7 rods each. Samples of other umbrella accessories are desired. Catalogues, price lists, and full information should be sent at once.

Chemicals, 17736.—A business man in Spain informs an American consular officer that he desires to act as an agent for the sale of chemicals, especially nitric, sulphuric, hydrochloric, and hydrofluoric acids, chemically pure boric acid, ammonia salts in crystals, etc. Correspondence should be in Spanish.

Machinery, 17737.—An American consular officer reports that a man in his district states that he is about to receive a concession for the manufacture of matches in different parts of Honduras and that he wishes to receive information, catalogues, prices, etc., of machinery and equipment for such a plant. It is stated that the wood for the matches will have to be imported.

Meat grinders, tools, toys, and locks, 17738.—A business man in Spain informs an American consular officer that he desires to represent American manufacturers of meat grinders and presses, all kinds of tools, toys, and locks. Correspondence should be in Spanish. References given.

Hospital supplies, hostery, linoleum, paper, etc., 17739.—The commercial attaché of the Department of Commerce in Australia has transmitted a report relative to the desire of a business man in that country to represent American manufacturers and exporters of hospital supplies, silk hostery, linoleum, paper, drugs, etc. A copy of his report, together with references may be had on the application to the Bureau or its branch offices.

Coking coal, 17740.—The chief engineer of a gas company in Chile has informed a commercial attaché of the Department of Commerce that he desires to obtain samples of the best American coking coal. The commercial attaché has transmitted a report on this opportunity which may be had on application at the Bureau or its branch offices.

Machinery, 17741.—The Department of Commerce is in receipt of a communication from a business firm in Brazil stating that it desires to receive catalogues, price lists, and full information relative to machinery to be used in making a certain device which it needs for making containers for perfumeries. A copy of the letter, together with samples of devices and bottles which the firm desires, may be had on application to the bureau or its branch offices. Manufacturers of machines and bottles should investigate.

Hardware and miscellaneous goods, 17742.—An English firm informs the Bureau of Foreign and Domestic Commerce that it desires to represent American manufacturers of hardware and miscellaneous goods.

Fancy goods, etc., 17743.—A manufacturer's agent and importer in Canada informs an American consular officer that he desires to represent American manufacturers and jobbers of dry goods, especially cashmere ribbed hostery; lisle, taffeta, and silk gloves; neckware for women; all kinds of carpets, etc.; also leather bags, pocketbooks, clocks, watches, shaving sets, slates, soaps, etc. It is stated that the man maintains a sample room and is well acquainted with the trade in the respective lines.

Lumber, iron and steel, groceries, hardware, etc., 17744.—An American consular officer in Greece reports that a firm of agents in his district desires to establish commercial relations with American manufacturers and exporters of lumber of all kinds; iron and steel products; groceries, such as rice, coffee, and sugar; paints, colors, and varnishes; hardware. Correspondence may be in English.

Tubes, 17745.—A supply company in England writes an American consular officer that it desires to communicate with American tube manufacturers. Manufacturers should specify exactly what types of tubes they are prepared to make.

Pulp wood, 17746.—An American consular officer in Canada transmits the names and addresses of a number of firms in his district which have a surplus of high-grade, rough pulp wood and are desirous of making contracts for the disposition of it. It is stated that the present prices range from \$7 to \$7.50 per cord f. o. b. Canadian shipping point.

Phosphate of soda, 17747.—A firm in the United Kingdom writes an American consular officer that it desires to import monobasic phosphate of soda or other cream of tartar substitute. The commodity should be packed in barrels containing 112 pounds. Cash will be paid against shipping documents in foreign ports. Quotations should be made c. i. f. destination, if possible. Samples of the soda may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Arms and ammunition, 17748.—A firm in Argentina informs an American consular officer that it desires to receive catalogues, price lists, etc., from American manufacturers of single and double barreled guns of the following sizes: 12 and 14 millimeters, and .16, .24, .28, and .32 caliber, also 9-millimeter carbines, empty and loaded cartridges (single and double charge), all kinds of guns, rifles, and revolvers, and particularly 9-millimeter carbines and 6.35 and 7.65 Brownings. Communications should be in Spanish. References given.

Cocoa, 17749.—An American consular officer in the West Indies transmits the name and address of a business man in his district who desires to sell about 17,000 pounds of good, sun-dried cocoa. He states that he will supply samples if desired.

Rubber goods, 17750.—An association in Switzerland informs an American consular officer that it desires to establish commercial relations with American manufacturers of all kinds of rubber goods. References are given. Correspondence should be conducted in German or French.

Textiles, etc., 17751.—A firm in Greece informs an American consular officer that it desires to communicate with American manufacturers and exporters of wool, cotton, and silk damask for furniture upholstery; wool or cotton dress goods; and wool or cotton blankets. The firm wishes samples, price lists, and full information to be sent at once. Quotations should be f. o. b. New York or c. i. f. destination. Correspondence may be in English.

Coal, wheat, and cement, 17752.—An American consular officer in Spain writes that a business man in his district desires to represent American exporters of wheat, coal, and cement. New York City references given. Correspondence should be in Spanish.

Stoppers, etc., 17753.—A representative in France informs an American consular officer that he desires to be placed in communication with American manufacturers of porcelain stoppers and metal foil capsules for beer bottles. Correspondence should be in French.

Olive oil, etc., 17754.—A business man in Spain informs an American consular officer that he desires connections in the United States for the sale of Spanish earth and olive oil. Correspondence should be in Spanish.

Oilstones, etc., 17755.—A hardware dealer in France has asked an American consular officer to supply the names of American exporters of oilstones, etc. Price lists and full information should be sent at once. Quotations should be made c. i. f. destination. Correspondence should be in French.

Currycombs, 17756.—An American consular officer in Canada writes that a firm in his district desires to be put in touch with American manufacturers of currycombs.

Lumber, 17757.—A lumber dealer in Canada informs an American consular officer that he desires to communicate with firms in the United States which are in a position to purchase cedar telegraph and telephone poles, cedar fence posts, railway ties, cedar shingles, spruce boards, piling, etc.

Leather, hardware, domestic utensils, etc., 17758.—A commission man in Brazil informs an American consular officer that he desires to represent American manufacturers of leather, hardware, enamel kitchenware, household utensils, etc. References given.

Fire engines, 17759.—An American consular officer in China reports a possible opportunity for the sale of a fire engine. Catalogues and full information should be sent at once.

Indigo, 17760.—A business man in an insular possession informs an American consular officer that he desires to receive samples, prices, etc., of laundry indigo in powdered form, tubes, and balls. Correspondence may be in English, but Portuguese is preferred.

Butter, 17761.—An American consular officer in Honduras writes that a business man in his district desires to receive samples, prices, and full information on butter in tins. Prices should be made f. o. b. New York or New Orleans. The sizes commonly sold are one-half pound, 1 pound, and 10 pound cans. A sample to show the character of the container preferred may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices. Correspondence may be in English.

Wire, steel hoops, piping, and cereals, 17762.—A Portuguese firm informs an American consular officer that it is in the market for wire for nails, galvanized wire, steel hoops, and galvanized gas and water piping. Price lists and full information should be sent at once. Large quantities are desired. The firm also desires to receive prices, etc., on cereals. Correspondence may be in Portuguese, French, or Spanish. References given.

Machine tools, etc., for automobile factory, 17763.—A firm of Spanish exporters in New York City reports that it is expecting the visit of a foreign buyer of machine tools and supplies for an automobile factory. Catalogues and requests for interviews and further particulars should be made at once. All orders given will be paid cash in New York.

- General agency, 17764.**—A representative of a firm in England called at the Boston branch office of the bureau, stating that he desires to form commercial relations with American manufacturers who may desire representation in British and colonial markets. He does not specify any particular line. References are given.
- Typewriters, automobiles, glassware, etc., 17765.**—A representative of a firm in Colombia is now in New York City for the purpose of securing agencies from American manufacturers of adding and addressing machines, typewriters, copy machines, wire fencing and wire goods, aluminum ware, boilers, engines, automobile tires and supplies, motor boats, motor cycles, glassware, bathroom accessories, and blank books. References are given.
- Dolls, 17766.**—An importer of toys in an insular possession informs an American consular officer that he desires to receive catalogues, price lists, and full information relative to dolls made in the United States. He desires this information at once in order that he may place his orders for holiday goods. Correspondence is desired in Portuguese, but may be in English.
- Churns, 17767.**—An American consular officer in Canada writes that a firm in his district desires to correspond with American manufacturers of wooden bass churns.
- Skirt fasteners, 17768.**—A department store in an insular possession informs an American consular officer that it is in the market for invisible skirt fasteners (snap fasteners). Samples of both white and black fasteners should be sent at once. Correspondence may be in English, but is preferred in Portuguese.
- Disks and salicylic acid, 17769.**—A dealer in aerated waters in the Far East has informed an American consular officer that he desires to receive samples and full information relative to wood disks to be placed between the cork and the wire of soda-water bottles. He states that he is also in the market for salicylic acid.
- Naphthalene, 17770.**—An American consular officer in Portugal reports that a firm in his district is in the market for naphthalene. It is stated that the firm formerly purchased this commodity in sheets and balls, packed in 100-pound barrels. The firm desired to place a trial order for about two tons. Quotations should be made c. i. f. destination. Correspondence should be in Portuguese or French. References are given.
- Hosiery and gloves, 17771.**—A firm in New Zealand writes an American consular officer that it desires to receive price lists, catalogues, samples, and full information relative to hosiery, especially cotton and silk, and gloves of all kinds. The firm states that it will arrange to pay cash at port of shipment if necessary, but prefers to pay against documents at destination.
- Brass sheets, 17772.**—A Portuguese importer informs an American consular officer that he is in the market for about 4,400 pounds of brass sheets of the following dimensions and quantities: Thickness, 2,200 pounds 25/100 mm., and 2,200 pounds 30/100 mm. Sizes of the sheets should be stated. Correspondence may be in English. A sample of the brass may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.
- Hardware, agricultural implements, etc., 17773.**—An American consular officer in France reports that a business man in his district desires to represent American manufacturers and exporters of hardware, agricultural machinery, silk hosiery, toys, etc. References are given.
- Sulphate of copper, 17774.**—An American consular officer in France writes that a business man in his district desires to represent American manufacturers of sulphate of copper to be used in the wine regions of that country.
- Pencils, 17775.**—An importer of stationery supplies in an insular possession informs an American consular officer that he desires to receive samples, prices, and full information relative to lead and slate pencils. Correspondence may be in English, but is desired in Portuguese.
- Food products, grains, enamel ware, paper, etc., 17776.**—An American consular officer in Ecuador reports that there is a good demand in his district for the following commodities: Blueing, candles, canned fish, canned meats, cast-iron pots, manila and sisal cordage, enamel ware, wheat flour and

corn meal, glassware, lard, wire nails, paint, news and wrapping paper, patent medicines, perfumery, and cotton and woolen textiles. The consular officer transmits the names and addresses of a number of firms which are in a position to undertake general agencies for these commodities. Correspondence should be in Spanish.

Snap buttons, 17777.—A firm in France informs an American consular officer that he desires to make immediate purchase of 10,000 to 20,000 gross snap fasteners similar to the sample which may be examined at the bureau or its branch offices. It is explained that the firm has been paying 8 cents per gross, but is willing to pay a higher price. Quotations should be made c. i. f. destination. Correspondence may be in English.

Pianos, 17778.—A Portuguese importing company writes an American consular officer that it desires to introduce American-made pianos. Catalogues, prices, and full information should be sent at once. Correspondence may be in English.

Thermos bottles, stoves, canvas, cotton goods, etc., 17779.—The manager of a large department store in an insular possession informs an American consular officer that he desires to receive catalogues, price lists and full information relative to thermos bottles, wood stoves to retail at \$6 to \$15, Nos. 7 and 8 canvas for windmills and sails, cotton goods, soda crackers and biscuits, clocks and watches, hand-propelled sewing machines, and rubber shoes, etc. Correspondence may be in English, but Portuguese is desired.

Notions, cutlery, etc., No. 17780.—An American consular officer in Canada reports that a firm of manufacturers' agents in his district desires to form commercial relations with American manufacturers of general dry goods lines, cheap cutlery, manicuring instruments, etc. The firm desires to represent on a commission basis only, the manufacturers to carry the accounts. It states that it will furnish references.

Chemicals, technical goods, etc., No. 17781.—A business man in Russia has requested an American consular officer to supply the names and addresses of American manufacturers and exporters of various kinds of technical goods, chemicals, dry goods, etc. Weights, measures, etc., should be stated in Russian equivalents, and quotations should be made c. i. f. Vladivostok. References given. Correspondence should be in Russian.

Hardware and novelties, etc., No. 17782.—An American consular officer in France reports that a business man in his district desires to represent American manufacturers and exporters of hardware, silk hosiery, novelties, etc.

Technical goods, chemicals, etc., No. 17783.—An American consular officer in Russia writes that a business man in his district desires to communicate with American manufacturers and exporters of various kinds of technical goods, chemicals, etc. Correspondence should be in Russian. References are given. Weights and measures should be stated in Russian equivalents, and quotations should be made c. i. f. Vladivostok.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

The Bureau of Foreign and Domestic Commerce maintains branch offices in eight commercial centers, where business men may more readily avail themselves of the service of the Bureau. Reserved addresses in connection with "Foreign trade opportunities" and all lists of names offered in connection with articles published in COMMERCE REPORTS may be obtained from the nearest office by application in letter form. The list of offices follows: New York, Room 409, United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Under special arrangements three commercial organizations cooperate with the Bureau and perform the same services as branch offices. These organizations are: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

COMMERCE REPORTS



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DEPARTMENT OF COMMERCE



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PORTUGAL WILL BUY MORE WHEAT.

[Cablegram from Consul W. L. Lowrie, Lisbon.]

The Portuguese Government authorizes importation of 200,000,000 kilos wheat (7,348,667 bushels).

CONSULAR TRADE CONFERENCES.

Consul George M. Hanson, of Sandakan, British North Borneo, is expected to arrive in San Francisco on August 12, 1915. His address while in the United States will be in care of the State Department, Washington, D. C.

SWEDEN ORDERS AMERICAN ARMOR PLATE.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, July 6.]

With reference to the dispatch from this legation in COMMERCE REPORTS for June 12, 1915, regarding contracts for armor for two new Swedish cruisers, this contract has been awarded to the Carnegie Steel Co., the cost to be about \$700,000.

NEW SOUTH WALES IMPORTS OF AMERICAN APPLES.

[Consul General J. I. Brittain, Sydney, June 11.]

Returns showing the imports of apples into New South Wales from the Pacific coast ports of the United States and Canada, both according to the countries from which the goods were shipped and the countries of actual origin, give the large portion of this trade to the products of American orchards. Imports credited to the United States were 2,161,100 pounds, valued at \$108,776; Canada, 2,528,800 pounds, \$130,661; New Zealand, 55,200 pounds, \$2,949. These amounts, however, include shipments from the United States to other countries, which transshipped them to Australia. The entire amount credited to New Zealand was produced in the United States. The figures, therefore, according to countries of origin, are: United States, 3,247,800 pounds, valued at \$166,692; Canada, 1,497,300 pounds, \$75,683.

PRICE OF AUSTRALIAN WIRE NETTING INCREASED.

[Extract from Sydney Morning Herald, July 3, by Consul General J. I. Brittain, Sydney, Australia.]

Complaint is made of the price of wire netting and that manufacturers are threatened with an investigation by the necessary commodities commission. Such an investigation will not trouble them. Rather it will show that the price of netting to-day is below what might be legitimately charged on to-day's costs. When the war broke out the price of the standard size, 42 by 1½ by 17A, was £34 (\$165.46) per mile, with certain discounts. To-day the list price is £60 (\$291.99) per mile with the same discounts. The increase has thus been 76 per cent. The wire from which the netting is made to-day costs slightly over 100 per cent more than it did in July last, and spelter, with which the netting is coated, is 400 per cent more than it was in July. The wire used in a mile of netting of the size and quality mentioned costs to-day £24 (\$116.80) and the spelter costs £32 (\$155.73). Thus the material alone costs £56 (\$272.52) without reckoning anything for labor, for replacement, for discounts, or for profit. And the Government buys that wire from the manufacturers at £55 (\$267.66) per mile. When we turn to imported netting we find that stocks on spot are very scarce, although it is selling slightly below the Australian netting. Advices from England are to the effect that no further orders will be taken, and it is doubtful whether the orders now on the books will be all executed.

WAVE LENGTHS IN THE IRON SPECTRUM.

Owing to the increasing demand on the part of astronomers, chemists, and physicists for accurate values of the wave lengths of the lines in the spectra of iron and other elements, the Bureau of Standards has taken up the work of determining standards of wave length. This work is being done in accordance with the recommendations of the International Wave Length Committee. The spectrograms were obtained in Marseille in the laboratories of Buisson and Faby, the pioneers in this work. The plates were measured at the Bureau of Standards. This is a rather difficult region of the spectrum to observe, lying entirely in the ultra violet. Apparatus necessary to do this work has recently been installed in the Bureau of Standards, and wave-length determinations of the highest accuracy are being made throughout the spectrum, including those rays which are too short to be visible and also those which are longer than any that the eye can see.

A pamphlet upon this subject has just been issued as Scientific Paper No. 251, copies of which may be obtained without charge from the Bureau of Standards, Washington, D. C.

Consul John Ball Osborne, at Havre, France, reports that stocks of coffee in bonded warehouse at Havre on June 24, 1915, amounted to 1,939,573 bags and 4,999 casks. Among the principal sources were Santos, Brazil, with 1,318,817 bags; other Brazilian shipments, 400,185 bags; Haiti, 63,955 bags; other West Indies and Central America, 102,774 bags and 1,324 casks; and Malabar Coast, 40,462 bags and 1,371 casks.

COST OF LIVING IN CANADA.

[Consul Julius D. Dreher, Toronto, July 27.]

The annual report of the Dominion Department of Labor, which has just been issued for the calendar year 1914, shows the range of commodity prices during that period as affected by the war. The chief increases for the year as a whole appeared in the grain and fodder groups, which rose 14 per cent, animals and meats 6 per cent, woollens 8 per cent, hides 10 per cent, and drugs and chemicals 7 per cent. Raw furs declined 33 per cent, fuel and lighting 6 per cent, and cottons 5 per cent. Food prices returned to the high rates that prevailed in the latter part of 1911 and first part of 1912. Meats were on a high level throughout the year but showed much weakness in the last three months of 1914.

An appendix to the report gives the average retail prices of some 32 articles of food and of coal, wood, and coal oil, and the rent of a typical workingman's dwelling in each locality of the Dominion having a population of 10,000 or more for each year since 1910. The average weekly expenditure of a typical family of five for food was \$7.73 in 1914 as compared with \$7.33 in 1913 and 1912, \$7.13 in 1911, and \$6.95 in 1910. Meat, bread, flour, and sugar averaged higher last year than in 1913. Rent averaged \$4.65 a week as compared with \$4.75 in 1913, \$4.60 in 1912, and \$4.05 in 1911 and 1910.

The departmental index number (which includes 272 commodities) stood at 136.1 for 1914, compared with 135.5 for 1913 and 134.4 for 1912, these numbers being percentages of the average prices prevailing during the decade 1890-1899, the period adopted by the department as a basis of comparison. The point reached in September last, namely, 141.3, was the highest recorded since 1890. It may be remarked that the department's index number for 261 articles in May, 1915, is 147.6, which shows a continued increase in the cost of living. However, rents will show a considerable decrease for the current year, and furs—which scarcely seem to be worthy of consideration in estimating the cost of living—will probably show a still further decline in prices.

FRANCE TO BUY SHIPS.

[From J. H. Needham, clerk to American commercial attaché, Paris, July 15.]

The following is a translation of an article in the July 12 issue of "Agence Economique and Financiere," published at 28 Boulevard Poissonniere, Paris:

We have been advised that at the last meeting of the Economic Council of the Government, which meeting was presided over by Mr. Briand, there was considered a proposal for the immediate and considerable increase in the number of ships of the French merchant marine, by means of Government purchases of from 100 to 150 vessels now owned in foreign countries. The plan is based directly on the necessity of transporting to France the large importations of coal that will have to be made during this coming winter. We are informed by authorized members of the council that the proposed plan received most favorable consideration, and that definite action will be taken soon.

Fur felt hats produced annually in the United States number about 35 million, and wool felt hats about 7 million.

CANADIAN PURE-FOOD ANALYSES.

[Consul Felix S. S. Johnson, Kingston, Ontario, July 27.]

Jam as sold on the Canadian market is dealt with in a lengthy bulletin recently issued by the Inland Revenue Department of the Dominion Government. Altogether 221 samples were collected and sent to Ottawa for analysis. The result of this inspection shows that 93 were found genuine as consisting of fruit and sugar only. Of these 93, 38 were imported, 49 were of domestic manufacture and found on the retail market, and 10 were of domestic manufacture and furnished by the manufacturer. There were 22 found genuine but with added color or preservative. Of the 221 samples collected, 106 were sold as compounds. At present there is a movement on foot to supply new standards for jam. Manufacturers representing the Canadian Manufacturers' Association are trying to obtain certain rulings which the Canadian Inland Revenue Department is considering.

Standards for bran were established in 1910 and amended in 1911 as follows: "Bran is a product of the milling of wheat or other grains and contains not less than 14 per cent proteids, not less than 3 per cent of fat, not more than 10 per cent of crude fiber, and must be free from vital seeds of any of the noxious weeds defined by the Order in Council under the seed-control act." Out of 187 samples of bran, 183 met the requirements of the Government standard so far as nutritive value was concerned. However, 11 samples showed excess of noxious weed seed.

AUSTRALIAN MUTTON EXPORTS SHOW MARKED INCREASE.

[Extract from Sydney Morning Herald, July 1, by Consul General J. I. Brittain.]

The export season for meat closed yesterday, and householders generally will be interested in the details of the shipments, as supplied by the Customs Department.

During the 12 months the shipments of mutton from New South Wales have shown a marked increase. The total exports of mutton from July 1, 1914, to June 30, 1915, amounted to 2,007,341 carcasses, compared with 1,605,674 carcasses during the previous year, an increase of 401,667 carcasses. This improvement has been probably caused by the demands of the Imperial Government. The United Kingdom and Continent were by far the best customers, importing 1,919,899 carcasses.

The shipments of beef for the same period, however, showed a deficiency of 13,811 quarters and pieces, for the exports of the 1914-15 season amounted to 122,852 quarters and pieces, compared with 136,663 quarters and pieces during the previous season. The 1913-14 season, however, was a record one, so, considering the world-wide scarcity of beef, the figures for this year may be regarded as fairly high.

The new India Handbook, with 640 pages, folder map, illustrations, etc., may now be had for \$1 from the Superintendent of Documents, Washington, D. C.

COTTON STOCKS ACCUMULATE IN JAPAN.

[Newspaper abstract transmitted by Consul George N. West, Kobe, Japan, June 22.]

The warehousemen's report on the cotton consignments in Osaka, dated June 10, gives the whole stocks held as showing an increase of 780 bales over the previous report, dated June 1, the total amounting to 11,075 bales. This is the result of a dwindling demand from China. The accumulation is particularly heavy in coarse counts. In finer goods also there is a heavy accumulation, but that is almost entirely due to the depressed condition of the domestic textile market.

The report of the Associated Cotton Spinning Companies for the opening days of the present month shows that exports to China have increased lately, but that is due to speculative shipments by some exporters on the strength of the reported decrease in stocks at Shanghai. Otherwise trade remains as slack as ever.

During the opening days of June 9,012 bales were shipped from Kobe, 4,802½ bales from Osaka, 367 bales from Yokohama, 360 bales from Nagasaki, 865 bales from Nagoya and Yokkaichi, and 430 bales from Moji, thus bringing up the total shipments for the period to 15,836½ bales, an increase of 7,603 bales compared with the same period last month.

Indian spinners have been promoting their trade with China, and have sent coarser goods, between 32 and 40 counts, to Shanghai. During the last fortnight more than 5,000 bales of Indian yarn were disposed of. This has affected the market for Japanese goods.

HOLDERS OF LEATHER DICTATE IN BRITISH TRADE.

[Abstract from Yorkshire Post, by Consul H. M. Byington, Leeds, England, July 9.]

British manufacturers of leather and boots and shoes are enjoying a period of activity and success such as their ancient crafts have never before experienced. That is, of course, due entirely to the war. These abnormal conditions have brought about many interesting and even amusing incidents in the relationships of buyers and sellers compared with ordinary times. It may be said that the situation has so far changed that the holder of raw material, whether it be a hide, a parcel of leather, or the quantity of footgear, is now the "dictator," and can command almost any price for his product. The reverse is the usual order of business.

Market hides continue to advance in price, and are now realizing ten times as much as they once did in the experience of many present-day members of the tanning industry. Whether the maximum has yet been reached it is difficult to say, but there are indications that quotations may still further increase.

Customs duties collected at the port of Hilo, Island of Hawaii, Hawaiian Islands, during the fiscal year ended June 30, 1915, amounted to \$55,432, compared with \$70,712 for the year ended June 30, 1914, according to a report from A. P. Taylor, correspondent at Honolulu. In the year just closed, however, the number of ships entering the port was 241, compared with 202 the preceding year.

COTTON CROP AND INDUSTRIES OF ADANA, TURKEY.

[Consul Edward I. Nathan, Mersina, June 10.]

The cotton crop of 1915 in the Turkish Province of Adana will probably not exceed 50,000 bales, owing to decreased plantings and the ravages of locusts. Last year's crop totaled 120,000 bales, of which 60,000 bales have been exported. About 10,000 bales have also been required by the four spinning and weaving mills in Tarsus and Adana. During May of this year they used 1,600 bales, while in May, 1914, only 1,100 bales were needed.

Thus about 50,000 bales of cotton remain in the country, most of which, however, is still unginned. The stock in May, 1914, did not exceed 15,000 bales. Italy's entry into the war has practically stopped all exports, as most of the local cotton was shipped to Austria and Germany via Italy on Italian steamers which have ceased calling here.

The mills of Tarsus and Adana have a total of 42,000 spindles, of which only 19,000 were employed during May, 1914, an activity of 45½ per cent; in May, 1915, 33,000 spindles were operated, an activity of 78½ per cent. The value of unbleached cotton goods of local manufacture on hand in May, 1914, was \$120,000, and in May, 1915, was \$160,000.

The two cottonseed-oil mills near Mersina are in operation and produce about 150 tons of oil per month.

AMERICAN LEATHER GOODS IN FRANCE.

[Consul William H. Hunt, St. Etienne, July 10.]

As a result of a trade opportunity sent from this consulate October 27, 1914 (demand for shoes), several American manufacturers have shipped over initial orders for shoes valued at \$5,000, while other shipments are en route.

These genuine American-made shoes are attracting much attention in the window displays of a number of shoe stores, not only in St. Etienne but in other important cities in this consular district. They have given entire satisfaction, are in constant demand, especially by those who have been buying the so-called "American forms, styles, and models," which have been palmed off as the genuine American-made article.

Through personal activities and readiness to translate all correspondence into English, and vice versa, a group has been formed here to handle American harness, saddlery, and sole leather. Trial shipments valued at \$20,000 are already en route, and if found satisfactory, there is business in view for the near future which will probably amount to \$150,000 to \$200,000. This connection with American leather manufacturers was made through the distribution of American trade publications among French merchants.

"Methods Followed in Commercial Canning of Foods," Department of Agriculture Bulletin 196, covers modern factory equipment and methods of canning, etc.; illustrated; for sale at 10 cents by the Superintendent of Documents, Washington, D. C.

THE TOURIST AND HAWAII'S CIVIC GROWTH.

[A. P. Taylor, correspondent, Honolulu, July 17.]

Tourist travel in the Hawaiian Islands has been built up by the Oceanic, Matson, and Pacific Mail Steamship Companies, operating from San Francisco to Honolulu, and the Canadian-Australian Steamship Co., operating between Vancouver and Sydney by way of Honolulu. No steamship lines have been established between Los Angeles and Honolulu and Seattle and Honolulu, although there has been considerable discussion upon these projects.

So far as they affect the Hawaiian Islands, travel conditions have instanced an expansion of business in nearly all directions; a remodeling of the entire city through straightening and widening the streets and laying permanent pavements, the establishment of a rapid-transit car system that fairly gridirons the city and extends around each of the islands, and the continued building of new hotels and additions to the earlier ones. The influence of the tourist's presence is seen in the remodeling of the telephone system from the manual to the automatic; the establishment of two great wireless systems, the Marconi and the Federal, both of which connect Hawaii with the American mainland and with all ships at sea in that part of the ocean; the increase of the various fleets of steamers; the building of more and of modern schools; the establishment of new and modern wharves; and the installation of water-supply systems.

As to hotels the old Royal Hawaiian Hotel was practically the only hostelry in Honolulu up to 1900. The Great Alexander Young Hotel, which is built of California stone and cost nearly \$2,000,000, occupies an entire city block down town, and was the forerunner of other modern hotels. The Moana at Waikiki Beach—the famous bathing resort where swimming and canoeing are indulged in from January 1 to December 31—is a splendid example of an ocean-side hotel. The seaside hotel near-by is designed on more tropical lines and occupies a beautiful position in a grove of historical coconut trees. During this year the Pleasanton Hotel opened a large addition to its already large facilities, and the management has in contemplation the erection of a new building. Other hotels are enlarging, all of which indicates that the tourist traffic is increasing.

INDIAN MARKET FOR GLASSWARE.

[Vice Consul John Stuart Hunt, Calcutta, May 11.]

The opportunity for American manufacturers of glass and glassware to secure a firm footing in the Indian market seems at this time exceptionally good. It may be instructive to note that the market for tableware, tumblers, decanters, etc., and for windowpane glass is, considering the 300,000,000 population of India, comparatively negligible, for the reason that the Hindu will dine only off brass, and the Mahommedan only off copper or pewter. The native houses are built, almost without exception, without windows, so the only users of tableware and windowpanes are the Europeans and a few of the Europeanized maharajas and the more cultured natives.

[Detailed statistics concerning the imports and prices of articles in this line were submitted by the Calcutta consulate and may be consulted at the Bureau of Foreign and Domestic Commerce. The subject is also covered in Special Consular Reports No. 72 on "British India."]

PROPOSED EXPORT TAX ON MINERALS IN PERU.

[Consul General W. W. Handley, Callao-Lima, June 30, 1915. Commercial Attaché A. I. Harrington, Lima, July 6, 1915.]

Owing to the necessity for augmenting the Government revenues, which have greatly decreased since the beginning of the European war, the levying of export duties on minerals is under consideration in Peru. The matter is to be taken up by the Peruvian Congress shortly after it convenes on July 28, and in the event that the proposed bill is enacted it is to be anticipated that the earnings of American mining corporations in Peru will be materially affected. The contemplated legislation will also probably have a deterrent effect on the future investment of United States capital in Peruvian mining industries and will doubtless indirectly result in a decreased demand in that country for United States exports, as the mining companies are large importers of American products.

The proposed law provides for graduated export duties on the following products and their derivatives in various forms: Gold, silver, copper, lead, tungsten, vanadium, molybdenum, zinc, bismuth, antimony, and borates, crude and calcined. Petroleum and petroleum products, as well as alkaline salts, are also to be subject to export tax, according to the terms of the proposed law.

[A copy of the bill, together with newspaper and other comment thereon, is on file in the Bureau of Foreign and Domestic Commerce and will be loaned to those interested upon application.]

HOLLAND'S COTTON SUPPLIES.

[Manchester (England) Guardian, July 21.]

Messrs. Hornby, Hemelryk & Co., of Liverpool, yesterday received a letter from a firm who are agents of theirs at a place in Holland, near the German frontier, dealing at length with what were described as misconceptions in England in reference to Dutch imports of cotton from this country. The writers repeat explanations which have already appeared in our columns and proceed:

Some of our spinning mills a few weeks ago were compelled to work short time; in fact, we know one mill which has been stopped altogether, owing to the lack of raw material, which was due to England having held up the supplies. Only yesterday a member of one of our most important spinning and manufacturing firms told us that in the beginning of the present season he bought a few hundred bales of cotton on the terms "shipment from America direct/indirect." The cotton was shipped indirect, i. e., via England, and it was more than six months before this cotton arrived in Rotterdam. We were told that at one mill one of these days 30 railway trucks, containing 1,500 bales of cotton, arrived. Taking into account also that our spinners have to carry a much larger stock than before the war, i. e., when they bought from Bremen, owing to the supplies not being available so conveniently and to the many uncertainties, irregularities, and difficulties in the shipping situation, it will be clear to you that there is nothing extraordinary in the fact that sometimes the arrivals are larger than the immediate needs. As, of course, our weavers must receive yarn, our local spinning mills will have to do their utmost to meet their requirements as nearly as possible, which again makes the consumption of raw cotton larger. In fact, we already heard of one mill intending to start working night and day.

The asbestos of Georgia is especially suitable for manufacturing asbestos shingles; the supply seems adequate to meet all demands.

CONDITIONS UNFAVORABLE FOR VALENCIA ONIONS.

[Consul Claude I. Dawson, Valencia, Spain, July 13.]

Pessimistic rumors have begun to circulate regarding the onion crop now in the ground, based on the condition and market of the early or "babosa" variety and generally unfavorable growing conditions. This is in marked contrast to the splendid outlook earlier in the year. Even as late as the first week of May the fields were in splendid shape as a result of timely and abundant rains, but unfortunately copious showers followed one after the other, frequently accompanied by heavy winds, hailstorms, or sudden changes in temperature, with the result that practically all growing crops suffered.

Besides affecting the quality of the babosa onions, which have been on the market for six or eight weeks, making it almost impossible to ship them in the usual quantity for fear of arriving in defective condition, the unsettled weather prevented the early planting of the grano variety, which constitutes nine-tenths of the Valencia crop.

Farmers' Paper Profits in Danger.

The babosa season is now practically over, notwithstanding the fact that much produce is still on hand. Farmers alone have profited, judging by the feverish activity displayed by speculators long before the harvest, in contracting for the yield at high prices; but as it is the practice to sell on credit, or a percentage in cash and the balance after the onions have been marketed, and packers generally have operated at a loss and will be unable to liquidate accounts in full, the paper profits of growers are likely to be transformed into positive loss.

The bad season so far has been caused by defective onions and Egyptian competition. The latter exerted special influence because the British Government prohibited reexports to Holland as a safeguard against ultimate sale to Germany. The English markets were therefore well supplied, and whereas Valencia shipments have been one-third smaller from the start, consistently bad arrivals had a further depressing effect on prices, which finally reached the low level of \$1.40 to \$1.90 per case, with positive loss of 75 cents to \$1 per case to shippers.

Contracts Made by Speculators in Haste.

An unusual circumstance this season was the haste with which speculators contracted for onions. Many transactions were made with growers as early as April at the rate of \$1.08 per hundred weight (110 pounds). It was even reported that some planters sold the prospective yield by the "hanegada" (land measurement equal to one-twelfth hectare or approximately one-fifth acre), at a price which works out about 75 cents per hundred weight. Other agreements were made on the basis of market prices at the time of harvest.

All forecasts of the 1915 grano onion crop agree that the average bulb will be smaller than usual, and that continued unfavorable atmospheric conditions have retarded its growth and made it less hardy even than last season.

"What India Buys" is given in the greatest detail in the new India Hand Book, 640 pages, price \$1, Superintendent of Documents, Washington, D. C.

RUSSIAN SUGAR SITUATION.

[Consul General John H. Snodgrass, Moscow, June 16.]

The director of the Kieff Excise Department states that the amount of fine sugar (sand sugar) at the sugar factories of the Kieff district at present exceeds the quantity owned by these factories in the previous year by 5,000,000 poods (90,000 short tons). There are about 13,000,000 poods (235,000 short tons) of fine sugar in the Province of Kieff. The reason why this sugar was not placed on the market was the scarcity of cars; but according to information received by the Excise Department this obstacle is now removed, and sugar will be placed on the market in sufficient quantities. The high prices on sugar are caused by the increased cost of production, the scarcity of fuel and of labor, the high cost of some of the material, and the difficulty of transportation.

The prices are also considerably influenced by the unfavorable prospects for the future production of sugar, the uncertainty of this season's crop, and the probable difficulty in securing the required material. The manufacturers who possess a supply of sugar are unwilling to place it on the market, as they expect to realize better prices in the future.

The refined-sugar situation is more complicated. On May 1, 1915, there were 3,000,000 poods (54,000 short tons) of refined sugar at the sugar factories of the Province of Kieff; but this quantity has since considerably decreased, and the majority of these sugar factories have discontinued operations to make repairs.

The consumption of refined sugar has increased enormously; very large supplies have been purchased for the army, while the consumption of sugar by the population has greatly increased on account of the prohibition of alcoholic drinks.

FRUIT EXPORTS FROM PORTO RICO.

[Harwood Hull, correspondent, San Juan, July 28.]

At the close of what has been an unsatisfactory fruit year, from the standpoint of prices, export records show that more than 1,000,000 packages of grapefruit, oranges, and pineapples have been shipped from the island, chiefly to New York. This is the largest number of packages shipped since the fruit industry commenced to be developed and the total would have been much larger had prices for grapefruit during the height of the shipping season warranted shipment. Thousands of boxes of grapefruit were buried in the groves, the growers not caring to risk having to pay forwarding charges.

Of the million packages more than half were pineapples, the prices for which were considered unusually favorable throughout most of the season. There were 275,000 boxes of grapefruit and over 200,000 boxes of oranges shipped. Of the oranges about 50,000 boxes were cultivated fruit and the balance wild fruit.

On account of the war shipments to Europe were restricted, while in previous years successful efforts were being made to build up a market for the Porto Rican fruit in France and England particularly. The stopping of most of the trans-Atlantic steamers also had a serious effect on the island fruit, particularly grapefruit, which in previous years has found a large outlet on these steamers.

SCARCITY OF TEA IN RUSSIA.

[Consul General John H. Snodgrass, Moscow, June 18.]

The condition of the tea market has been rather critical recently owing to the limited and decreasing supplies and the increasing demand. In consequence of the prohibition of alcoholic drinks, tea has become the principal drink of the population. The supplies stored in the provincial towns are becoming exhausted, and the dealers are anxious to supplement them. At the beginning of the Indian tea season of 1914, when the transactions are usually concluded, these could not take place owing to the breaking out of the war; it was impossible to secure the required supplies, and what had been bought was delayed in shipping. Consequently the dealers disposed of the remaining supplies of former years.

The transportation of new supplies is extremely difficult, the only possible route being via Vladivostok. The shipments are sold in the retail trade as soon as they are received. The provincial dealers, in view of such conditions, make every effort to secure a supply of tea, while the wholesale dealers are afraid to exhaust their supply, and as a rule will supply only 60 to 70 per cent of the ordered quantities. All transactions are concluded on cash terms.

Since March 13 the duty on tea has been raised by 8 rubles per pood, an increase of nearly 11.5 cents per pound, in consequence of which the tea sold either rises in price or becomes inferior in quality. The present season on the Chinese tea market has begun with increased prices, which is explained by the great demand on the part of the Russian market, Great Britain, and other countries.

It is reported that shipments estimated at several hundred thousand poods (1 pood=36.1128 pounds) of tea are now lying at Vladivostok, but that a very limited number of cars is being placed at the disposal of the shippers to transport it. If the transportation facilities do not improve in the near future, it is likely that tea prices will experience a further rise.

PUBLICATIONS OF THE DEPARTMENT OF COMMERCE.

"List of Publications of the Department of Commerce Available for Distribution" is the title of a pamphlet issued about twice a year by the Division of Publications of the department for free distribution. The list contains the titles of all available publications of the department, full instructions as to how they may be obtained, and condensed information concerning the scope of the publication work of the department.

There is also issued monthly by the division a list of the publications becoming available during the month for distribution.

Persons desiring to receive these pamphlets regularly may have their names placed on the mailing list by applying to the Chief Division of Publications, Department of Commerce, Washington, D. C.

"Industrial Accident Statistics," Labor Statistics Bureau Bulletin 157, containing statistics on industrial accidents in the United States, may be had for 20 cents from the Superintendent of Documents, Washington, D. C.

PATENT LAW OF CHILE.

[By Luis Harnecker, patent expert, Santiago; transmitted by Commercial Attaché V. L. Havens.]

A patent obtained in Chile confers on the inventor or his assignee the exclusive right to manufacture, sell, import, or export the article patented. Patents are granted with Government guaranty and upon an examination of the usefulness and novelty of the invention by the experts designated by the Patent Office in accordance with the law.

The term for which patents are granted is determined in each case by the Government and may, according to law, vary from 1 to 20 years. By general practice this term is usually limited to 10 years, but when patents of importance requiring the investment of large sums of money are concerned, or for other sufficient reasons which seem to the Government to justify such extension, grants may be obtained for 12 to 15 years and, in exceptional cases, for the maximum period of 20 years allowed by law.

The Republic of Chile has not concluded treaties on the subject of industrial property with any other nation, and accordingly any invention patented in a foreign country may be privileged in Chile without exception or limitation, at any time, even several years after the invention has been first patented in other countries. In such cases the Chilean law requires only that the invention must be unknown and not in use in the Republic at the date on which the patent is applied for, and that the original patent granted to the inventor be still in force in the foreign country.

Inventions which have been put to public use in Chile, whether by the inventor or by any other person, may not be patented. It is understood that from the moment the invention has been made known to the public or put on sale the inventor tacitly renounces his right to patent the article. Rights once lost can not be recovered, even when the publicity of the invention has been brought about by fraud or without the consent of the inventor.

It is well to note that in Chile patent rights may be solicited by the inventor in person or by his legal representative, as well as by the assignee of the patent in his own name.

If the applicant does not reside in Chile, he is obliged to appoint a duly authorized representative having his fixed residence in Santiago, the capital of the Republic.

Documents Required in Applying for a Patent.

The application for a patent must be accompanied by the following:

1. A power of attorney in Spanish, signed by the inventor and legalized by a Chilean consul if coming from a foreign country. It is advisable to leave the power of attorney blank, in order that it may be filled out in the most convenient form. It is absolutely necessary that the nationality of the inventor and his address be stated in the power of attorney, in order that these items may be inserted in the petition to be presented to the Government.

2. If the name of the corporation or company applying for a patent is in a language other than Spanish, it should be stated not only in the language of the country but also with its exact equivalent in Spanish. This translation should be absolutely correct, as it is

to be inscribed in the official title of the patent together with the name in the original language.

3. The description of the invention should be written in correct Spanish. If the inventor is not familiar with this language, he should include a very clear and complete description in his own language and according to his own ideas, to be used in correcting any error in translation. The paper used should be of regular size, in no case larger than 22 by 33 centimeters. The use of thin silk paper is prohibited.

4. Drawings, plans, or photographs in duplicate not larger than 25 by 35 centimeters should be presented. If the plans or drawings exceed the above dimensions they must be made on canvas or flexible drawing paper, so that they may be folded to the size indicated.

5. Photographs are intended only to make the description of the invention clearer, and are required only in the case of machines, apparatus, or other inventions which have been constructed and are capable of being photographed.

6. *In every case the inventor must state whether he has patented his invention in any other country or not.* If so, a copy of the patent, a certificate, or other document serving to prove the date of the original patent in the foreign country and the duration of the privilege should accompany the application, for by means of these data the Chilean Government will be enabled to fix the term for which the patent is to be granted.

Fees and Taxes.

After the patent has been granted no charge or tax is imposed by the Government during the time conceded, except the charges of the office and those occasioned by the working of the patent, which occurs but once. [As soon as the applicant is informed that his application has been favorably acted on and before the patent is granted, the official fee of 100 pesos must be paid into the Fiscal Treasury at Santiago and the receipt presented to the Patent Office. Publication of the application, expert investigation, etc., are also at the expense of the applicant, and to cover these expenses an additional 140 pesos must be deposited with the Patent Office. In case two experts are necessary the deposit must be increased by 100 pesos, and other extraordinary features of the case may increase the expenses still further. Peso, fluctuating, worth about \$0.16 according to latest quotation.]

Assignment of Patents.

An inventor may sell, cede, or transfer his rights to another person. Such transfer should have the sanction of the Chilean Government and be noted in the proper office.

To effect an assignment the following documents are required:

1. A copy of the document by which the owner of the patent assigns or transfers his rights to the assignee.

2. A power of attorney from the assignee to apply for and obtain from the Chilean Government the approval and registry of the assignment. Both of these documents should be legalized by a Chilean consul if made out in a foreign country.

Working of Patent.

The provisions of the Chilean patent law require that the inventor shall manufacture, import, or put into active operation his invention,

making it known in the country within the time stipulated in each case (generally two years for foreign inventors). If these stipulations are not observed the inventor loses his rights and the patent is annulled.

It may be seen that these conditions are easily fulfilled, for the patent law offers great inducements to foreign inventors to import their inventions into the country. The law of Chile does not require the inventor to manufacture or prepare the patented machine or article in the country, and the inventor thus has complete liberty to carry on his operations in conformity with his own interests and may manufacture the article either in this country or abroad, importing the finished article into the Republic. In either case he maintains his rights as inventor.

Under the existing regulations exceptions are made in certain cases to the requirement that the patented object be imported into the country. Such exceptions are made in case the inventor has a commercial agency or authorized representative, allowing the public to obtain the article on certain conditions, or when the invention is offered for sale, or when permission to exploit the invention is offered on such terms as the inventor may consider suitable.

These exceptions are made only in extraordinary cases and are qualified as such by the Patent Office. They are granted particularly in the case of submarines, nautical articles and general machinery, large and costly installations of industrial and other machinery, chemical and mineral processes which can not be put into effective operation in the country for want of the proper means or location to put them into practice, or because the invention can not be made a financial success in the country.

When any of these exceptional cases are presented, the Patent Office will decide whether the causes alleged by the inventor are acceptable or not. On determining this point in the affirmative, in accordance with the legal formalities the above-named office will publish in the Santiago press at the expense of the interested party a notice to the effect that Mr. A. is the recognized commercial agent or representative of the proprietor of such and such a patent. Thereafter the inventor is established in full possession of his patent for the entire period of the concession.

When some extraordinary difficulty prevents the foreign inventor from importing his patented article into the country within the stipulated time, or when he can give reasons considered adequate by the Patent Office, an extension of the period for importing the particular article may be obtained, but such extension of time will be granted only once. In petitioning for an extension of time the following documents should be presented:

1. A power of attorney in Spanish given by the inventor and legalized by a Chilean consul.
2. A detailed explanation of reasons or causes which have prevented the importation or manufacture of the patented article, or why an agent or representative has not been appointed.

Annulment of Patents.

In January of each year the Patent Office makes out a list of all patents forfeited during the preceding year owing to the failure of their owners to comply with the working provisions of the patent

law. The Government then nullifies all those patents, allowing the inventor no right to make any claim for infringement.

Revalidation of Patents.

Patents which have been declared annulled by the Government in accordance with the last paragraph may be revalidated and obtained anew, but only in case the public has not yet opened and made use of the specifications of the invention. In applying for a revalidation the same procedure is employed as in making the original application, and the same fees are charged.

Extensions and Renewals.

Patents granted for a fixed term of 6, 8, or 10 years may be renewed in certain cases. Such renewal is obtained from the Government, but is granted only in special cases upon the previous recommendation of the Patent Office. In any case the total term of the privilege may not exceed 20 years.

Samples.

In case of machinery to be patented or objects or articles of small dimensions which the inventor has already manufactured, the Patent Office requires, in accordance with the law, that a sample of the article be placed in the industrial museum annexed to the Patent Office. The office is thereby in a better position to detect any imitation which another might attempt to patent, thus avoiding the possibility of granting patents to dishonest applicants and the necessity of resorting to the law to punish them.

PULP-WOOD CONSUMPTION IN CANADA INCREASES.

[Consul Felix S. S. Johnson, Kingston, July 19.]

Canadian statistics show that the consumption of pulp wood in Canada increased nearly 10½ per cent in 1914, compared with 1913. Since 1910 the increase has been 104 per cent. The 66 active pulp mills in Canada in 1914 consumed 1,224,376 cords of pulp wood, valued at \$8,089,868, while in addition to this 972,508 cords, valued at \$6,680,490, were exported in an unmanufactured state. In 1914, 55.7 per cent of all pulp wood produced in Canada was made into pulp in Canada and 44.3 per cent was exported, chiefly to the United States in the raw or cordwood state. Formerly only one-third of the pulp wood produced in Canada was made into domestic pulp.

The proportion of pulp made by chemical processes is increasing, as compared with pulp produced by the ground-wood process.

Forest industries supply 12 per cent of the Dominion foreign trade and 16 per cent of Canada's railroad traffic, and equal in value her annual wheat crop. To make the best of native woods, the Dominion Department of the Interior has established in connection with the Forest Branch a forest products laboratory. This institution is constantly at work testing wood for paper making, furniture, etc., and has just completed an investigation into wood paving.

A list of the hotels in Port Limon and Cartago, Costa Rica, supplied by Consul C. Donaldson may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

The following Foreign Trade Opportunities (Nos. 17676 to 17686) were inadvertently omitted in the July 30 issue of **COMMERCE REPORTS**:

Glass, etc., No. 17676.—A firm in Argentina informs an American consular officer that it desires to be placed in communication with American manufacturers of materials for constructing fancy and painted glass windows, particularly fancy white glass, colored glass, and bronze filling for windows. Correspondence should be conducted in Spanish.

Safety valves, No. 17677.—An American consular officer in Russia reports that a large firm in his district desires to receive prices on safety valves for boilers and reservoirs.

Surgical instruments, etc., No. 17678.—An American consular officer in Brazil writes that a firm in his district wishes quotations from American manufacturers of surgical instruments, together with electrical medical apparatus.

Printing machinery and office supplies, No. 17679.—A Russian firm informs an American consular officer that it desires to be put in communication with manufacturers of printing machinery and office supplies. Prices should be quoted in Russian values and c. i. f.

Glassware, etc., No. 17680.—An American consular officer in England reports that a firm in his district is in the market for glassware, trinkets, etc., for the use of hotels.

Agricultural machinery, No. 17681.—A firm in Portugal informs an American consular officer that it wishes to act as representative for American manufacturers of agricultural machinery, sugar machinery, machinery for extracting palm oil, rice hulling machines, locomotives and tractors, centrifugal pumps, etc. Correspondence should be conducted in French or Portuguese. Reference is furnished.

Steel billets, No. 17682.—An American consular officer in England reports that there is an opportunity in his district for the sale of steel billets, 2 inches up to 8 inches. The firm will act either as exclusive agent or will buy. C. i. f. quotations are requested.

Cocoa, coffee, and crude rubber, No. 17683.—A firm in Portugal writes an American consular officer that it desires to export cocoa, coffee, and crude rubber.

Machinery and materials for canteens, No. 17684.—The commercial attaché of the Department of Commerce in France reports that a business man in Spain desires materials and machinery for the manufacture of aluminum army canteens.

Electrical goods, No. 17685.—An American consular officer in Wales has transmitted a detailed report relative to an opportunity for the sale of electric fans, irons, dusters, lamps, etc. A copy of this report may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Rowboat motors, No. 17686.—An American consular officer in Burma has forwarded a report relative to a possible opportunity for the sale of rowboat motors in that country. A copy of his report may be had on application to the bureau or its branch offices.

Chrysotile asbestos mines in Arizona are producing a high grade spinning fiber. It is more than probable that chrysotile will be found at other points in the Arizona field and ultimately form the basis of an industry.

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ROUTES TO SWITZERLAND FOR AMERICAN GOODS.

[Cablegram from Vice Consul De Witt C. Poole, Paris, supplementing dispatch in COMMERCE REPORTS for July 30, 1915.]

Further inquiry confirms the inadvisability of routing Swiss shipments via the port of Cette. The railroad which serves the port states that it is dispatching 1,500 tons merchandise daily from there to Switzerland; all berths are occupied and one or more ships are waiting in outer harbor. Havre is the only French port now capable of accommodating a large volume of tonnage from United States to Switzerland.

FRENCH EMBARGO ON MACHINE TOOLS.

[Telegram from Vice Consul De Witt C. Poole, jr., Paris, received Aug. 2, 1915.]

The exportation from France of machine tools and parts thereof is prohibited by a decree in effect August 1. The Minister of Finance is authorized to permit exportation in particular cases, and applications should be addressed to him.

EMBARGO ON MAGNESITE IN GREECE.

According to information received from the American consul at Athens, dated July 10, 1915, magnesite ore, crude and calcined, has been added to the embargo list of Greece.

Figures from Denmark furnished by Consul General E. D. Winslow, at Copenhagen, showing the number of horses, cattle, hogs, and sheep on hand May 15, 1915, disclose a decrease in all except sheep, while in the latter there is an increase from last year, which is considered remarkable. Compared with the numbers on hand July 7, 1914, the figures are: Horses decreased from 567,000 to 526,000; cattle from 2,463,000 to 2,416,000; hogs from 2,497,000 to 1,919,000, and sheep increased from 515,000 to 533,000.

UNITED STATES SENDS RICE TO SOUTH AMERICA.**VENEZUELA.**

[Vice Consul Edward B. Cipriani, La Guaira.]

Market Improved During Present Year.

Rice in Venezuela forms a portion of the daily food in nearly every household, and among the peasant classes, with the addition of the black bean, provides almost the entire sustenance of life. Since the outbreak of the European war American rice has been finding a much improved market in Venezuela, and imports have been steadily increasing this year.

Changes in Imports from Several Countries.

The United States, during the second half of 1913, contributed practically nothing to the imports of rice through La Guaira, the total amount being \$5.79. In the first half of 1914, \$25.86 worth was sold, but in the second half of the same year, the period of the war, the amount rose to \$12,825.

Germany, through the war period of 1914, sent rice to the value of \$2,364, less than half of her imports in the first half of that year. France made extensive sales in the second half of 1914, sending \$10,857, as against no sales made during the preceding two half years under peace conditions.

Imports from Holland, the principal supplier of rice to Venezuela, decreased greatly during the six first months of the war, being \$41,824 as against \$68,524 in the first half of 1914. The small trade with Italy did not suffer any material change.

Total imports of rice into all Venezuela during the second half of 1914 amounted to \$178,293, or \$41,748 less than in the preceding half year. Importations of rice through the port of La Guaira were:

Country.	July to December, 1913.	January to June, 1914.	July to December, 1914.
Germany.....	\$2,436	\$6,250	\$2,364
United States.....	6	26	12,825
Spain.....	17	54	
France.....			10,857
Holland.....	51,520	68,524	41,824
United Kingdom.....		1,053	8,262
Italy.....	284	662	73
Denmark.....			5,450
Total.....	54,263	77,469	82,395

The quality of American rice has received favorable comment among buyers here, and should hold its place permanently in the markets of Venezuela.

CHILE.

[Consul General L. J. Keena, Valparaiso.]

Sources of Chilean Imports of Rice.

Chilean imports of rice per year, taken on the basis of the statistics and tables for 1913, total 40,350,340 pounds, valued at \$935,281. The sources of supply were:

Countries.	Pounds.	Value.	Countries.	Pounds.	Value.
United States	99,427	\$2,305	Java	80,688	\$1,870
United Kingdom	484,240	11,224	Peru	5,247,499	121,631
Germany	15,684,403	361,546	All other	1,180,012	27,361
Italy	9,217,532	213,640			
India	8,356,536	193,695	Total	40,350,340	935,281

As it is improbable that the countries now at war will be able to continue to supply the Chilean market there should be an excellent opportunity for the sale of American rice.

Current Prices for Rice in Local Market.

Current prices in the local market for rice are per quintal of 101.41 pounds: India, \$4.59; Java, \$6.75; Italian, \$7.30; Carolina, \$7.30.

The duty on rice into Chile is 30 per cent on a valuation of \$0.05 United States currency per kilo of 2.2046 pounds.

As rice is quoted in terms of the Spanish quintal, double-sacked rice weighing 101.41 pounds net per bag would make the most convenient form and size of packing for sale here.

At present Italian rice is received in sacks of 46 kilos (101.41 pounds); Peruvian, 92 kilos (202.82 pounds); Indian, 88 kilos (194 pounds); Java, 46 kilos (101.41 pounds).

Tendency to Standardize Credit Terms.

Under normal conditions import terms on purchases of rice have in the past been 90 days from the date of the arrival of the goods. At present, however, credit terms are a matter purely of individual quotation. In the rice market for import purchases there has been a strong tendency to standardize the present credit terms on the same basis as has been accepted for coffee importations—60 days from date of shipment from port, which amounts to reducing the former credit terms by half.

ARGENTINA.

[Consul William Dawson, Jr., Rosario, June 15.]

Government Campaign to Extend Rice Farming.

The Argentine Government is conducting an active campaign to extend rice farming in the Republic. Approximately 12,000 acres in Argentina are now used for that purpose. The agricultural census of 1908 shows a slightly larger area under rice, divided among the different Provinces and territories according to these figures: Santa Fe, 5,421 acres; Tucuman, 4,823; Buenos Aires, 2,469; Cordoba, 1,997; Entre Rios, 1,838; Misiones, 1,530; Salta, 598; Jujuy, 526; Pampa, 334; San Juan, 54; Corrientes, 54; Rioja, 10; Santiago del Estero, 10; total, 19,664 acres.

The Government engaged a Japanese expert who recently visited the northwestern Provinces and reported that Salta, Jujuy, and Santiago del Estero contained zones well adapted, as regards climate, soil, and irrigation, for rice farming on a large scale. He recommends particularly the Departments of Campo Santo and Santa Ana in Salta and La Banda in Santiago. Catamarca and La Rioja, where conditions are also known to be favorable, will be visited in the near future.

Government to Instruct Farmers.

The Government is preparing to distribute rice seed to farmers in the districts recommended by its expert. Japanese seed specially suited for dry farming will be imported. In each district where seed is distributed a representative of the Government will instruct farmers in the preparation of soil, irrigation, and cultivation. A pamphlet on rice farming will also be issued.

Although Argentina could produce large quantities of rice, it is dependent chiefly on imports for its supplies of this important article of consumption. It is estimated that the area under rice would have to be increased to 75,000 acres to satisfy home consumption.

Quantities of rice imported in recent years for all Argentina, measured in metric tons (2,204.6 pounds), are:

Countries of origin.	Average for 1908-1912.	1913	1914
Unshelled rice.....	15,877	17,612	11,680
United States.....		3,358	
British possessions.....	9,616	7,364	
Italy.....	1,555	2,300	
Japan.....	2,269		
Spain.....	15	2,442	
United Kingdom.....	2,349	2,019	
Other countries.....	73		
Shelled rice.....	28,441	42,595	26,687
British possessions.....	1,961	4,743	
Germany.....	1,397	2,077	
Italy.....	22,108	21,445	
Netherlands.....	1,771	10,865	
Spain.....	243	3,184	
United Kingdom.....	668	167	
Other countries.....	293	414	

Figures showing imports of rice by countries in 1914 are not yet available. Duty on rice, including bags, is a trifle under 1 cent (9.45 mills) a pound for shelled rice and a little under $\frac{1}{4}$ cent (2.36 mills) a pound for unshelled rice.

On account of the difficulty of obtaining rice from the usual sources of supply, Rosario jobbers have purchased American shelled rice during the past few months, largely through Buenos Aires houses. American rice is considered of very good quality, but too high in price to compete under ordinary circumstances.

The United States exported during the fiscal year ended June 30, 1914, a total of 18,223,264 pounds of rice, of which only 76,889 pounds went to South America, the items of which were: To Argentina, 3,000 pounds; Brazil, 190; Chile, 19,315; Colombia, 17,680; Ecuador, 6,771; British Guiana, 4,915; Venezuela, 25,018. During the previous year, when the total American exports of rice were 24,801,280 pounds, South America took the large total of 7,721,272 pounds, divided among the following: Argentina, 7,619,152 pounds; Bolivia, 200; Brazil, 13,530; Colombia, 45,740; Venezuela, 42,650.

[A list of the principal rice importers in Valparaiso may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. COMMERCE REPORTS has already published articles on Rice Cultivation in Argentina, in the issue for July 20, 1915, and on the Market for American Rice in Paraguay, in the issue of July 13, 1915.]

POSSIBLE DEMAND FOR MOTOR TRUCKS.

[Consul E. M. Lawton, Tegucigalpa, Honduras, July 10.]

The idea of freighting goods from the coast to this city is becoming more popular daily. Individual firms who import extensively are now making inquiries. Two 5-ton trucks have been recently ordered for this service and others will undoubtedly be required. The conditions of service for which they will be used are as follows:

Trucks are only used to bring goods from the coast. Only on rare occasions do they return loaded. The road is 88 miles long, all macadam except some 10 miles at the sea-level end. This last stretch becomes very muddy and heavy during the rainy season, which is five months of the year. The road is a gradual grade up to 5,000 feet above sea level and then a gradual drop to 3,200 feet. No grade is over 9 per cent and the majority not over 5 per cent. Chauffeurs are always foreigners and are paid on an average of \$100 gold per month. Native helpers are obtainable at \$30 per month. There are no public garages. Gasoline in quantities costs about 50 cents per gallon.

At present freight is brought here in oxcarts. A cart with two yoke of oxen will haul as high as 2,000 pounds, requiring at least six days to make the trip one way. They return without freight usually and receive 75 cents to \$2 per hundred pounds, depending on the condition of the road and scarcity of forage. Merchandise is of all shapes and class, such as would be received by importers who are dealers in general merchandise.

It is requested that this consulate be supplied with catalogues of motor trucks which can be operated economically for the above-described service. Comparative figures of the efficiency of trucks smaller than 5 tons, to be used in connection with trailers, is also solicited. Motors would have to be shipped complete with bodies, as there is no means of supplying them here. The class of merchant who would here place an order for a machine would usually pay cash for it.

[Consul Lawton sent a list of six firms in Honduras which do importing business sufficiently large to justify the purchase of one or more trucks each. The list may be had from the Bureau of Foreign and Domestic Commerce or its branch offices.]

Washington Banker Studies Chinese Conditions.

Consul General Thomas Sammons, at Shanghai, China, sends a report of the active work of Mr. J. Selwin Tait, president of the Washington and Southern Bank, of Washington, D. C., in behalf of the extension of American trade in China. At the All-American luncheon, held at the Palace Hotel in Shanghai on June 30, Mr. Tait was the principal speaker. Having spent several weeks in investigating conditions in that country, he painted the prospects for business expansion there in glowing colors and said that the United States should reap the greatest benefits. He specified a number of reforms needed, such as a stable currency based on a gold reserve, and better corporation laws.

AGRICULTURAL IMPLEMENTS IN MYSORE, INDIA.

[Consul José de Olivares, Madras, India, May 17.]

Having labored for years to educate the agricultural masses in the adoption and use of modern agricultural implements and principles, the government of the progressive Native State of Mysore has arrived at the conclusion that the slowness of the average Indian ryot, or small farmer, to embrace up-to-date devices and ideas in husbandry is due not so much to a preference for antiquated methods as to his financial inability to acquire the improved utensils. With a view to rendering modern agricultural implements procurable by the farmers at a minimum cost, the government has for the past two years been carrying stocks of such commodities, constructed along the most economical lines, which have been supplied expeditiously and at fair prices to those able to purchase them.

Government Sells Farm Appliances on Installment Plan.

However, to an exceedingly large majority of Indian farmers, the lack of sufficient ready cash to acquire even the most simple of modern implements constituted an unsurmountable barrier to their possession. To overcome this obstacle the government has now inaugurated a system whereby farmers can purchase agricultural implements, machinery, and accessories on the small-installment plan. While the government defines its scheme as based "on the hire-purchase system," it differs therefrom in that the farmer is not permitted to return articles that have been sold to him if he should subsequently decide that they are not needed.

The new system provides for the supplying of the agriculturist with such implements or machinery as he requires, upon his selecting the same and sending in his order direct, or through the chief of his subdistrict, to the Department of Agriculture. There is an implement depot attached to the Department of Agriculture carrying an adequate stock of farming requisites, such as plows, shares, and other articles for which there is a steady demand. These are therefore procurable at short notice. But in the case of agricultural machinery of a more complicated and expensive character, such as must be procured in the United States, from four to five months are necessary, owing to the present abnormal shipping conditions resulting from the war. In addition to supplying agricultural implements and machines, the government of Mysore, through its Department of Agriculture, undertakes the setting up of machinery and the instruction of farmers in its use.

Implements Largely of American Make—Kinds and Prices.

A preponderance of the agricultural implements and machines now supplied in this connection is either imported outright from the United States or constructed locally, the essential parts being of American make. A small residue is of Canadian manufacture.

The implements most in demand by the agriculturists of Mysore are all-metal and combination wood-and-metal plows, with one or two handles, designed to be drawn by bullocks and supplied by the Department of Agriculture at from \$3.24 to \$9.73; disk harrows, at from \$10.54 to \$32.44; adjustable, rectangular, iron lever harrows, in

two sections, at \$16.22; unadjustable diamond harrows, at \$12.97; spring-tooth cultivators, at \$32.44; six-shovel cultivators, at \$4.22; thrashing machines, for the separation of ragi, rice, etc., from their husks, at from \$113.55 to \$133.02; winnowing machines, for cleaning grain, at \$25.96; fodder choppers, at \$14.92; sugar-cane mills, bullock power, with capacities of from 350 to 400 pounds per hour, at \$53.53; and chain pumps, at from \$26.40 to \$33.54.

The foregoing implements and machines are described in detail in an illustrated handbook issued by the Department of Agriculture of Mysore State, a copy of which accompanies this report [and may be examined at the Bureau of Foreign and Domestic Commerce].

System Likely to Extend Market for American Goods.

It is reasonable to believe that this new departure by the government of Mysore will stimulate a wider interest on the part of Indian farmers in modern agricultural appliances. When it is considered that the State has an area of 29,426 square miles, with a total population of 5,806,193, is one of the finest agricultural regions in the world, and that there is a growing preference for American goods among the enlightened classes of the country, the opportunity here presented would seem likely to be singularly attractive to American manufacturers in this line.

[The farm-implement trade of India as a whole is discussed in considerable detail in a new monograph entitled "British India," issued by the Bureau of Foreign and Domestic Commerce as No. 72 in the series of Special Consular Reports and obtainable for \$1 from the Superintendent of Documents, Washington, D. C., or from the branch offices of the Bureau of Foreign and Domestic Commerce.]

RISE IN CANADIAN PRICES DURING WAR.

[Consul Felix S. S. Johnson, Kingston, Canada, July 23.]

The war was the factor that chiefly affected Canadian prices during 1914. From January until April the general price level was steady, with a slight tendency upward; thereafter there was a decline of 2 points during June and July, the latter being the lowest month of the year. The war, however, at once caused advances of about 7 points, and, though there was a reaction almost immediately and the year ended approximately on the same level as it began, the effect on the average for the 12 months was a rise. Prices of 272 commodities stood at 136.1 for 1914, compared with 135.5 for 1913 and 134.4 for 1912, these numbers being percentages of the average prices prevailing during the decade 1890-1899, the period adopted as the basis of comparison. The point reached in September, 141.3, was the highest recorded since 1890.

The chief increases for the year as a whole appeared in groups. Grains and fodder rose 14 per cent; animals and meats, 6 per cent; woolens, 8 per cent; hides, 10 per cent; drugs and chemicals, 7 per cent. Raw furs declined 33 per cent; fuel and lighting, 6 per cent; cottons, 5 per cent. Food prices returned to the high levels that prevailed in the latter part of 1911 and early 1912. Meats were on a high level throughout the year, but showed much weakness in the last three months.

AUSTRALIAN SHOE TRADE ANALYZED.

[Commercial Attaché William C. Downs, Melbourne, May 21.]

The recently published report of the Interstate Commission of Australia, which was appointed to investigate the condition of manufacturers in the Commonwealth of Australia with a view to a revision of the existing import tariff, gives some facts and figures which may be of interest to the shoe and leather trade in general. The latest figures available at the time the Interstate Commission made its investigation were those for the calendar year ended December 31, 1913, although the period covered by the investigation is from 1909 to 1913. In that period the value of the output of the boot and shoe factories in the Commonwealth of Australia has steadily increased, although since 1911 the number of pairs of boots and shoes actually produced has steadily decreased; in other words, the trade has of late years been making a larger proportion of the better class of boots and shoes.

The number of factories in this industry during 1913 was 346, employing 13,047 operators and turning out a production of 11,135,000 pairs of shoes, the value of which was \$19,459,420. During the same year the value of imported boots and shoes amounted to \$3,095,820. On the other hand, there were exported from Australia boots and shoes to the value of \$69,663, so that the net Australian consumption of this line of goods may be taken as \$22,485,577; in other words, Australia was able to manufacture approximately 80 per cent of the total amount of footwear consumed in the Commonwealth.

Factories Produce Medium-Priced Goods.

The commission learned that the class of footwear manufactured by the Australian factories has been principally that of medium-priced goods for men and women, and that the imports have consisted chiefly of the higher grades of men's and women's wear, for which the quality and style could not be obtained from the home products, and slippers and infants' and children's wear, which could not be produced by the Australian factories at competitive prices.

The principal countries from which the imports were obtained and the values, exclusive of duties, for 1913 were: United Kingdom, \$1,701,000; Austria, \$116,640; France, \$29,160; Germany, \$58,320; Switzerland, \$92,340; United States, \$330,480; total, \$2,327,940.

A general idea of the class of goods imported may be obtained from the record for February, 1914, a fair average month, representing approximately one-thirteenth of the year's imports. The values, landed duty paid, were: Glacé kid—men's, \$17,549; women's, \$31,050; children's, \$12,194; infants', \$17,812; total, \$78,606; patent leather—men's, \$12,573; women's, \$11,241; children's, \$2,653; infants', \$4,486; total, \$30,953; poplin, silk velvet, satin, etc., \$36,732; slippers, \$64,466.

Range of Qualities in Total Importations.

An idea of the range of qualities represented may be obtained from tables showing the proportion which boots, shoes, and slippers of certain prices bear to the total importations. For men's boots and shoes (sizes 6 and upward) the prices, landed, duty paid, are:

Prices.	Percentage of total imported.	Prices.	Percentage of total imported.
Up to \$1.27 per pair.....	4.7	From \$4 to \$4.89 per pair.....	27.6
From \$1.27 to \$2.18 per pair.....	7.3	From \$4.89 to \$5.81 per pair.....	13.0
From \$2.18 to \$3.10 per pair.....	6.0	Over \$5.81 per pair.....	3.1
From \$3.10 to \$4 per pair.....	38.3		

The average price of these men's shoes was \$3.04 a pair. Similar percentages for women's boots and shoes (sizes 2 and upward) during the same period were:

Prices.	Percentage of total imported.	Prices.	Percentage of total imported.
Up to \$1.27 per pair.....	32.8	From \$3.10 to \$4 per pair.....	18.3
From \$1.27 to \$2.18 per pair.....	17.8	From \$4 to \$4.89 per pair.....	5.4
From \$2.18 to \$3.10 per pair.....	20.6	Over \$4.89 per pair.....	5.1

The average price of the women's shoes was \$1.45 per pair. Percentages for youths' boots and shoes (sizes 2 to 5, inclusive) were:

Prices.	Percentage of total imported.	Prices.	Percentage of total imported.
Up to \$1.27 per pair.....	7.0	From \$3.10 to \$4 per pair.....	45.9
From \$1.27 to \$2.18 per pair.....	10.4	From \$4 to \$4.89 per pair.....	9.0
From \$2.18 to \$3.10 per pair.....	22.9	Over \$4.89 per pair.....	4.8

The average price of youths' shoes was \$2.68 per pair. Percentages for children's boots and shoes, sizes 7 to 1 inclusive, were:

Prices.	Percentage of total imported.	Prices.	Percentage of total imported.
Up to 37 cents per pair.....	4.5	From \$1.27 to \$2.18 per pair.....	10.1
From 37 cents to \$1.27 per pair.....	84.7	Over \$2.18 per pair.....	.7

The average price of children's shoes was 72 cents per pair. Percentages for infants' boots and shoes (sizes 0 to 6) were:

Prices.	Percentage of total imported.	Prices.	Percentage of total imported.
Up to 37 cents per pair.....	18.3	From 72 cents to \$1.08 per pair.....	18.8
From 37 cents to 72 cents per pair.....	60.0	Over \$1.08 per pair.....	2.9

The average price of infants' shoes was 45 cents per pair. Percentages for slippers were:

Prices.	Percentage of total imported.	Prices.	Percentage of total imported.
Up to 37 cents per pair.....	17.8	Over \$1.27 per pair.....	4.2
From 37 cents to \$1.27 per pair.....	78.0		100.0

Average price, 45 cents per pair.

Prospects for Local Industry Discussed.

These prices, which represent the cost of the shoes landed in Australia with duty paid, are obtained by adding 10 per cent to the invoice value in the country of origin, to cover cost of shipping, and the duties, which for the period under consideration were 30 per cent ad valorem on goods manufactured in the United Kingdom and 35 per cent on goods from other parts of the world.

The evidence brought before the commission led to the conclusion that "there is no prospect of the local industry supplying any large proportion of the requirements in infants' shoes, poplin and other evening shoes for women, or slippers."

Considerable demand has sprung up for women's white shoes, which, according to the evidence submitted to the commission, can not be produced in Australia at a cost that will permit the manufacturers to compete with the imported article unless duties of nearly 100 per cent ad valorem were imposed.

In regard to infants' shoes, which, according to the statistics for the month of February, 1914, were about 11 per cent of the total importations, a comparison between the prices of the imported articles and the cost of manufacturing similar goods in Australia showed that in order to enable the Australian manufacturer to compete successfully with the imported article a duty which would average about 150 per cent ad valorem would have to be imposed, and as the burden of such heavy duties would fall principally upon the poorer classes of the community the commission does not recommend any increase over those at present in effect on this item.

The greater portion of the slippers imported into Australia are of felt and are made in various qualities, the cheaper grades being bought in very large quantities by the poorer classes. The weight of evidence seems to be that the Australian manufacturer can not compete successfully with the imported article, as a great variety of patterns, colors, and weights of felt is necessary, and these can be obtained only near the original centers of production. The same objection—that the burden of increased duties would fall principally upon the poorer classes—prevails as in the case of infants' shoes.

Point to Lines for Home Manufacture.

The situation, however, in respect to men's and women's shoes manufactured from glacé kid and other leathers is somewhat different. It is the opinion of the commission that a considerable proportion of this class of footwear which has been imported could be made in Australia, if the duties were maintained at 35 per cent ad valorem on goods from the United Kingdom and 40 per cent ad valorem on goods from other countries, provided that the duties were abolished on glacé kid and patent leather, which during the year 1913 were 20 per cent ad valorem and 4 cents per square foot, respectively, and which under the tariff at present in operation are 30 per cent ad valorem and 5 cents per square foot, respectively, for goods from countries other than the United Kingdom, there being a preference in the duty of 5 per cent in favor of the United Kingdom. The duties on boots and shoes during the year 1913 were 30 per cent ad valorem for goods from the United Kingdom and 35 per cent on goods from other countries.

Importations of shoes for 1914 were considerably in excess of those for 1913, while the first three months of 1915 show a decrease. Total importations of boots and shoes into Australia for 1914 and the first three months of 1915 were:

January	\$242, 542
February	265, 044
March	345, 847
April	304, 546
May	190, 489
June	166, 211
July	263, 059
August	321, 617
September	293, 961
October	281, 807
November	322, 298
December	275, 239

Total for year	3, 272, 750.
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January, 1915	237, 563
February	202, 008
March	290, 564

Total for quarter	730, 135
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There has been a lack of transportation facilities from the United States to Australia during the three months in question, and it is possible that imports would have been up to the average if orders could have been executed.

WINDOW DISPLAYS AS A FACTOR IN TRADE EXTENSION.

[Consul O. Gaylord Marsh, detailed as vice consul at Ottawa, Canada, July 23.]

Many of the buildings occupied by retail stores in Ottawa were constructed before the value of windows for display purposes was appreciated, but the fronts of these buildings have been or are being rebuilt along up-to-date lines. There are several modern blocks constructed with large, plain, utility windows. It may therefore be said that practically all Ottawa retail stores of consequence have window facilities for artistic displays, and that the possibilities of attracting trade through show-window advertising are quite apparent to the retail merchants of this city.

The science and art of window dressing have not been developed here to the same extent as in the larger cities of the United States. Some of the stores employ window dressers and make very favorable displays of their goods; others appear to depend upon a favorable interior display, improvising window exhibits that are frequently inartistic and too often are allowed to remain for long periods without change. One misses the artistic settings of time, place, season, action, etc., of such pleasing frequency in the cities of the United States.

It is noticeable that American goods, which appear to a gratifying extent in nearly all windows, are too often not displayed in the most favorable manner. This would seem to point a way for furthering American trade in the Dominion: Manufacturers of the United States could send expert window dressers to arrange displays of their goods or they could supply local firms with illustrated instructions for window designs.

HARBOR FACILITIES OF HAWAII.

[A. P. Tayler, correspondent, Honolulu, July 17.]

The completion of the Panama Canal was deemed of such importance to the islands that the Government of Hawaii, cooperating with the Federal Government of the United States, carried out plans for enlarging the principal harbors in the islands and adding to their equipment.

At the moment when the people of the islands were planning for the reception of the first large steamers to pass through the Panama Canal en route around the world, the European war abruptly interrupted sailings, and these plans, with reference to passenger vessels, have been shelved. The only exception has been a visit of the Great Northern Steamship Co.'s new steamer, the *Great Northern*, which, after passing through the Panama Canal from New York to San Francisco, went to the islands from California with a full list of passengers, touching not only at Honolulu, the capital city of the Hawaiian Islands, but also at Hilo, the largest port on the island of Hawaii, where is located the active volcano of Kilauea.

With the conclusion of the war and the resumption of general ocean travel and the utilization of the Panama Canal for globe-encircling tours, the Hawaiian Islands will become a central rendezvous for the world's shipping.

Ports of Call.

The traffic through the canal that will directly affect Hawaii is of two kinds—that bound to or from the Asiatic coast and adjacent islands, which needs a way station for supplies or instructions; and that which makes Hawaii its direct objective point in connection with local freight or passengers or through tourist excursions.

There are two ports of call and supply for steamers in the Hawaiian Islands, viz, Honolulu and Hilo. At Hilo the entrance to the harbor is a mile wide and 40 feet deep. There are no entering channels and no obstacles to navigation. Ships can enter or leave by day or night. The Federal Government is now engaged in constructing a great breakwater, which will make the present open roadstead a safe anchorage for vessels of all sizes. A new wharf has been completed, which will permit large ocean-going steamers and cargo vessels to lie alongside instead of having to transfer cargo by lighters.

At Honolulu the entrance channel is half a mile long and 400 feet wide, with a minimum depth of 35 feet at low water. The channel is buoyed and lighted on both sides throughout its entire length. There are no obstacles to navigation. The harbor is entirely landlocked and smooth, and the wharves are directly opposite the main entrance. There are no navigating or climatic obstacles to prevent a vessel from entering or leaving the harbor at any time of the day or night.

Coaling Facilities.

The best quality of coal available for commercial use in either San Francisco or Honolulu comes from Australia, and it is to be found in the bunkers adjacent to the Honolulu piers. By reason of the 2,000

miles longer haul to San Francisco, Honolulu is able to sell Australian coal to steamers \$1 a ton below the San Francisco price.

Honolulu possesses the best coaling facilities in the Pacific. The Inter-Island Steam Navigation Co. owns a patent coal-conveyor dock, with two automatic coal-conveyor barges, one of which can deposit 1,000 tons and the other 2,000 tons an hour. They can both work on one vessel if needed. The *Indraghiri*, a British steamer, was recently completely coaled in five hours by these floating conveyers.

A depot of oil tanks which are filled regularly with oil from the wells of California are adjacent to the wharves and are so connected therewith by a pipe line that a vessel does not need to shift moorings while taking on fuel oil.

Dry Dock and Repair Plant.

Honolulu is equipped with an up-to-date steel floating dry dock, owned and maintained by the Inter-Island Steam Navigation Co. The dimensions are: Length, 352 feet; inside width, 75 feet at bottom, 84 feet at top; draft over keel blocks, 23 feet 6 inches; dead-weight capacity, 4,500 tons. The dock is built on the unit plan and will be enlarged as required.

Adjoining the dry dock is the Honolulu Iron Works' plant, a fully equipped foundry, boiler, and iron works. The foundry can make 15-ton castings, while any kind of boiler work can be handled.

QUARTERLY REPORT SHOWS CHINA'S REVENUE DECLINE.

[Consul General Thomas Sammons, Shanghai, China, June 28.]

The decline in Chinese customs revenues for the first quarter of 1915, as compared with the previous year, amounted to \$2,373,152. Of this heavy loss, \$916,499 represents the falling off at Shanghai, \$185,267 that at Tientsin, \$161,580 at Hankow, and \$159,813 at Canton.

Although the first quarter of 1914 represented the high-water mark of China's imports, it becomes exceptionally noticeable that for the first quarter of 1915 the port of Dairen showed increased revenues of \$53,175 for the present year as compared with 1914. In fact, for the first quarter of 1915 the imports at Dairen were almost equal to those of the old and long-established port of Canton. Thus Dairen forges to the front as one of the most important trading centers in China.

Rivalry Between Ports Nearly Ended.

At the same time, the imports at Newchwang, which for a long period was the chief port of Manchuria, showed a decline for the first quarter of 1915 of \$34,338. As a result, the rivalry between Newchwang and Dairen, originating in the Russian activity in Manchuria, seems about terminated.

The increase of imports at Dairen emphasizes Japanese commercial activities and increased railway facilities, together with favorable transportation and customs schedules.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers and signal letters designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the week ended July 31, 1915:

Name.	Official number.	Signal letters.	Tonnage.		Year built.	Where built.	Home port.
			Gross.	Net.			
POWER.							
Gas screw yacht:							
Elmaria.....	213521	.....	47	37	1915	New York, N. Y....	New York
Floramor.....	213503	.....	32	30	1915	Brooklyn, N. Y....	Do.
Jeanette.....	213412	L F M R	30	24	1915	East Boothbay, Me.	Hartford.
Gas stern wheel:							
Isabel.....	213516	.....	15	14	1914	Berlin, Wis.....	Milwaukee.
Gas screw:							
Alice H. H. Reeder	213504	.....	25	23	1915	Trenton, N. J.	Philadelphia.
Apex.....	213509	.....	10	9	1915	San Diego, Cal.	San Diego.
Cabrillo.....	213510	.....	14	12	1915	do.....	Do.
Daisy May.....	213522	.....	10	5	1915	Bay City, Mich.....	Port Huron.
Delphine.....	213505	.....	17	6	1915	Crittenden, Va.....	Norfolk.
Diver.....	213523	.....	7	6	1907	Sturgeon Bay, Wis.	Milwaukee.
Edwards.....	213517	.....	39	33	1915	Bay St. Louis, Miss.	Gulfport.
Elizabeth.....	213502	.....	21	14	1915	Tacoma, Wash.....	Tacoma.
Gadabout.....	213514	.....	8	7	1911	Ottawa, Ill.....	St. Louis.
Harold V.....	213518	.....	26	23	1915	Huntsport, Mich.....	Marquette.
Karta.....	213501	.....	10	7	1915	Kasaan, Alaska.....	Ketchikan.
Manukilwai.....	213511	.....	19	11	1915	Honolulu, Hawaii ..	Honolulu.
Myrtle C.....	213520	.....	5	5	1909	Trenton, N. J.....	Philadelphia.
Ojibway.....	213512	.....	9	7	1903	Brewerton, N. Y.....	Ogdensburg.
Rachel Q.....	213506	.....	18	11	1915	West Norfolk, Va....	Norfolk.
Tackler.....	213508	.....	12	10	1915	Tracyton, Wash.....	Seattle.
Wasp.....	213507	.....	13	9	1915	Moirs Sound, Alaska	Ketchikan.
Steam screw:							
Hawk.....	213500	.....	87	78	1915	Oshkosh, Wis.....	Milwaukee.
Isis.....	213515	.....	64	43	1915	Baltimore, Md.....	Baltimore.
Lester K.....	213519	.....	40	27	1915	Erie, Pa.....	Erie.
Venus.....	213513	.....	32	21	1915	do.....	Do.
UNRIGGED.							
Barge:							
H. & G. Co. No. 4..	166087	.....	107	107	1914	Paulsboro, N. J.....	Philadelphia.
Canal boat:							
George E. Weightman.	166091	.....	106	100	1915	Waterford, N. Y....	Albany.
George L. Vodra.....	166089	.....	103	97	1894	Tonawanda, N. Y....	Do.
Mary C. Aceles.....	166086	.....	110	102	1903	Buffalo, N. Y.....	Do.
Nellie A. Dimmers.	166090	.....	104	97	1890	do.....	Do.
William G. Helmer.	166085	.....	110	102	1896	do.....	Do.
Scow:							
Cornet No. 2.....	166092	.....	11	11	1915	Eagle Harbor, Wash.	Seattle.
General Petroleum No. 4.	166088	.....	306	306	1915	Seattle, Wash.....	Los Angeles.

* Date and place of build unknown. Rebuilt at Trenton, N. J., 1909.

The total number of foreign-built vessels admitted to American registry under the act of Aug. 18, 1914, to July 31, 1915, was 150 of 528,408 gross tons.

Consul General F. D. Cheshire reports from Canton, China, that at a meeting which was attended by representatives of British firms trading at Canton, it was unanimously resolved to form a British Chamber of Commerce in that city. It is stated that 30 firms joined as original members. The consul general recommends that American business men also become active in this field, as there is an opportunity for American goods.

NEW GOVERNMENT PUBLICATIONS.

The Superintendent of Documents, Washington, D. C., announces that he received in stock during the week ended July 31 the following new United States Government publications of a business character, which he will sell at the nominal prices affixed:

British India, with notes on Ceylon, Afghanistan, and Tibet, by American consul at Bombay and other consular officers, commonly referred to as "Handbook of India." A compilation of reports from various United States consuls, covering trade and commercial matters in British India and surrounding territory; 634 pages, with index. Price, cloth, \$1.

Oil-Mixed Portland Cement Concrete.—A practical work on road making, dealing principally with the waterproofing of material for road construction, embracing the modern type of oil road. Price, 10c.

Commercial Laws of England, Scotland, Germany, and France, Special Agents Series 97, Bureau of Foreign and Domestic Commerce. Compilation of the commercial laws of the countries mentioned in the title, compiled by Archibald J. Wolfe, commercial agent of the Department of Commerce, in collaboration with Edwin M. Borchard, law librarian, Library of Congress. Price, 15c.

Paper and Stationery Trade of the World, Special Consular Reports 73, Bureau of Foreign and Domestic Commerce. Consular reports covering trade and opportunities in the paper industries of the world. Price, 50c.

Teaching of Community Civics, prepared by a special committee of the Commission on Reorganization of Secondary Education, National Education Association, Education Bureau Bulletin 23, 1915, covering aims and methods in teaching community civics, suggested treatment of the elements of welfare, and biographical suggestions. Price, 10c.

The Buying and Selling of Ores and Metallurgical Products, Mines Bureau Technical Paper 83, covering the composition of ores, sampling, buying and selling, metal accounting, smelting and mill rates, methods of payment, marketing, etc. Price, 5c.

Explosions in Coal Mines, Methods of Preventing and Limiting, Bureau of Mines Technical Paper 84.—Covering causes and prevention of explosions in mines, with preventive measures. Price, 15 cents.

Permissible Explosion-Proof Electric Motors for Mines: Conditions and Requirements for Test and Approval, Mines Bureau Technical Paper 101, reprint.—Embracing general statement, requirements of approved motors, motors already approved, etc. Price, 5 cents.

Preparation of Fertilizer from Municipal Waste, Yearbook Separate 643.—Practical work on the composition and availability of fertilizer prepared from sewage, sweepings, garbage, dead animals, etc. Price, 5 cents.

Corrosion of Fence Wire, Farmers' Bulletin 239, reprint.—Work by Allerton S. Cushman on manufacture of iron and steel and manufacture of wire, galvanizing of wire, etc. Price, 5 cents.

MERGING CANADIAN CANNING COMPANIES.

[Consul Julius D. Dreher, Toronto, July 31.]

The Financial Post of Canada, Toronto, in its issue of July 23, states that following the completion of the general holding company of all Canadian canning interests [see COMMERCE REPORTS for June 23, 1915] negotiations are progressing favorably for the merger of the two large fruit-canning companies at Hamilton, the British Canadian Cannery and the Dominion Cannery. It is asserted that the market for canned fruits has become weaker instead of stronger since the outbreak of the war, and that large stocks are on hand and still unsold.

CRATES AND LUMBER FOR CANARY ISLANDS.

[Consul George K. Stiles, Teneriffe, June 14.]

With an annual importation approximating 10,000,000 boxes and crates, the Canary Islands are one of the important shook markets of the world. This great quantity of packing material has heretofore come from Norway and Sweden, and American manufacturers have so far been unable to meet the low prices of the Goteborg shippers. Within the past two months, however, the prices of the European suppliers of shooks for packing bananas, tomatoes, and potatoes have rapidly risen, and c. i. f. quotations now average 25 per cent higher than formerly.

This should mean that the Canary market is open on a profitable basis to American producers of box shooks. So marked has been the recent advance in prices from Norway and Sweden and so uncertain the deliveries that the largest fruit exporters and the largest wholesaler of shooks and packing materials in Teneriffe have asked for information concerning possible American producers who could supply their needs. High prices induced one wholesaler of shooks to import shooks from Portugal, but he has since reported the wood shipped from Portugal to be too hard, liable to split when the shook is assembled, and generally giving poor satisfaction. He is now anxious to secure samples from American producers of shooks.

Western Shooks Can Compete—Usual Dimensions.

The opening of the Panama Canal should greatly increase the chances of manufacturers on the Pacific slope, as the freight rates around Cape Horn had practically cut off this shook-producing section of the United States from all competition here. With the canal in operation, it has been suggested by local buyers that sailing vessels (carrying cargoes of shooks and sawdust, together with ship timber and other lumber) could name advantageous c. i. f. figures in Canary ports. Eastern producers of shooks should note that present supplies usually arrive in comparatively small quantities, and space might be found on board colliers bringing coal to the Canary Islands, of which the number from New York, Norfolk, and Baltimore has been steadily increasing since the beginning of the year.

Dimensions for the big buyers vary slightly; but the different buyers maintain their own standard sizes and base their freight arrangements on them. [Specifications of the most-used sizes of crates and boxes were given in Daily Consular and Trade Reports for June 5, 1914. Certain additional details supplied by Consul Stiles may be had upon application to the Bureau of Foreign and Domestic Commerce or its branches, from which offices may also be obtained lists of buyers of packing materials and ship timbers and of general lumber merchants in Teneriffe and Las Palmas.] The customary terms of settlement for shooks is cash with a 2 per cent discount against shipping documents. Shooks are purchased in thousand lots, are plainly marked as to dimensions or with the private marks prescribed by the individual firms, and are tied with strong wire for transshipment.

Samples Required—Sawdust for Packing.

For the shook trade it is indispensable that samples made up on specification should be sent to buyers; only actual experience will

show the advantages to accrue from buying these materials in America. Also it should be remembered that great quantities of shooks are being produced in Norway and Sweden, and that these will be thrown on the market after the war has ended and at very low prices. The present exporting season is about finished and the next crop will be at its height in December. This should allow time for American producers to get in touch with purchasers in this district and to forward samples prepared according to specifications received direct from the buyers themselves.

Until this year all tomatoes were packed in "turba" or peat dust, a light, friable, and absorbent material imported from Germany. The war has cut this off absolutely, and recently cork dust from Spain has been tried. It is both expensive and unsatisfactory, and ordinary sawdust is now being extensively used. Sawdust, so far, has been shipped here in bags weighing approximately 100 pounds, and has been found to take excellently well the place of the "turba," which previously sold here for \$10 to \$11 per ton. The supply now on hand is limited, and shipments from the United States are wanted by dealers here.

Ship Timber and Building Lumber.

Coal barges are made in Teneriffe and Las Palmas the year round for use in the rapidly growing bunker-coal trade. Timber for coal-barge making has greatly increased in c. i. f. prices during the past two months, and the big coal companies—three in number—which build their own barges would like to hear from American firms with quotations for deliveries here. As a number of colliers have been chartered to bring cargoes to the Canaries from the United States, lumber could perhaps be shipped above decks, as has been the usual custom with Norwegian and Swedish cargoes of like character.

Likewise, lumber is being sought at present for the construction of small houses for laborers in the cities of Teneriffe and Las Palmas. This is now being undertaken by building and loan associations, which have made their appearance in these island recently and are making remarkable progress.

ACTIVE COAL BUNKERING AT BARBADOS.

[Consul Chester W. Martin, Barbados, British West Indies, July 22.]

In spite of a much smaller number of steamers having called at Barbados during the first six months of the present year, there has been an increased demand for bunker coal. Comparative figures follow:

	Tons.
January to June, 1913.....	33,786
January to June, 1914.....	25,841
January to June, 1915.....	35,891

This has undoubtedly been caused by the high prices of bunkers at South American ports. Cargo steamers bound from North America to South America call here to replenish their bunkers and take on additional coal to last until they call here on their return trip, when they again take sufficient to carry them to their final port in the United States.

BRAZILIAN MARKET FOR DRESS FASTENERS.

[Consul General Alfred L. Moreau Gottschalk, Rio de Janeiro.]

With the practical cessation of European shipments of this class of goods, the Brazilian market for such small articles as dress hooks and snap buttons is open to American firms, provided, of course, they can compete with the prices that importers have been accustomed to pay, namely, 11 to 14 cents (United States currency) per gross.

Merchants who have called at this office state that for Brazilian trade the hook and eye is almost entirely out of date and that what is required here is chiefly the snap fastener. These should be mounted on cards of three to four dozens each, and lightweight cards should be used to avoid excessive customs charges. Customs entry and clearing are attended to here invariably by the importer.

Trade-marks should be registered in Brazil, as there is no provision of Brazilian law whereby an unauthorized person may not register an unprotected foreign trade-mark in his own name if he chooses.

Language and Terms.

Cards, boxes, and advertising circulars or folders should, of course, be in the Portuguese language, though many such articles are successfully sold here under labels in a foreign tongue—French, German, or English, but preferably not Spanish.

There is no reason why American manufacturers should not have a very fair measure of success here, provided they can meet the prices above quoted and extend some short credit term or accept cash against documents, in no case requiring cash with order. It has been usual here in the past, apparently, for the local firms to deal with exporters on the Continent, who, having 30 days' credit from the factories, extended up to 3 months' credit to Rio de Janeiro importers on these and similar small goods.

[A list of Rio de Janeiro firms handling dress fasteners may be had from the Bureau of Foreign and Domestic Commerce or its branch offices.]

BRITISH REGULATION OF COAL PRICES.

[Consul Lorin A. Lathrop, Cardiff, Wales, July 20.]

The newly passed British act limiting prices at the pit mouth is intended to affect domestic supplies, and exports are not within its provisions. Out of the 55,000,000 tons of coal annually produced in the South Wales coal field 37,000,000 tons are shipped abroad in normal times; hence the act will apply to considerably less than half the output. The price of export coal is, however, limited in effect by the license to export required for each cargo. For the six months ending June 30, 1915, the total coal exports from South Wales ports were 10,000,000 tons of 2,240 pounds. Exports for the first half of 1914 were 14,500,000 tons. This apparent falling off of 50 per cent is actually much less, for shipments on Admiralty account are not reported.

Nevertheless, refusal of licenses, high freights, shortage of coal, and high prices for coal have greatly reduced shipments to Argentina, Brazil, Egypt, and neutral European countries.

TRANSVAAL MARKET FOR WEIGHING MACHINES.

[Consul Edwin N. Gunsaulus, Johannesburg, Union of South Africa, June 19.]

The market for scales and weighing machines offers attractive opportunities for the American manufacturer in the Johannesburg consular district. This territory supports two principal industries—agriculture and mining. Furthermore, and directly related, there is an admirable network of railroads and transportation facilities, which assures increasing traffic in and handling of merchandise. The established and enforced custom of sale by weight of many commodities, food products, coal, grain, forage, vegetables, etc., provides factors which render the market for scales and weighing machines a large one.

These products which are in general use are of either English or American manufacture. A list of English firms whose products are conspicuous upon the South African market includes W. & T. Avery, Day & Hillward, and H. Pooley, of Birmingham, England; Wedderburn & Co. and Bartle & Co., of Johannesburg.

American firms whose products are to be found are Buffalo Scale Co., Buffalo, N. Y., and Fairbanks Co., St. Johnsbury, Vt.

Types of Scales and Weighing Machines in Use.

Although an attempt will be made to enumerate those types of scales and weighing machines which are accorded the greatest popularity among local dealers and buyers, yet other types are to be found. As they generally constitute some elaboration or modification of the regular standards, however, the list here given has been deemed adequate for all practical purposes:

1. Platform scales, dormant, heavy, constructed to weigh up to 3,000 pounds.
2. Platform scales, concealed and unconcealed, constructed to weigh up to 2,500 pounds.
3. Portable platform scales, wooden pillar, constructed to weigh from 400 to 600 pounds.
4. Platform scales, heavy, portable, large platform, rail guards, constructed to weigh from 500 to 1,000 pounds.
5. Butcher's meat beam, constructed to weigh from 1 to 700 and from 1 to 1,100 pounds.
6. Butcher's steelyard, constructed to weigh from 1 to 300 and 1 to 400 pounds.
7. Equal balance or counter scales of various sizes, constructed to weigh from 1 to 7, 1 to 10, and 1 to 28 pounds.
8. Vibrating scales, constructed to weigh from 1 to 10 and 1 to 28 pounds.
9. Letter scales or balances, constructed to weight up to 16 ounces.

There appear to be several which deserve special mention by virtue of their more universal use. Possibly the first of these is the type known as the union, grocer's, or counter scale. This is to be found in practically all establishments where commodities, foodstuffs, and other articles are sold at retail. Next in order should be mentioned beam scales, used by butchers, provisioners, etc., and then in turn the portable platform scale (wood pillar), constructed to weigh from 400 to 600 pounds. This last-mentioned machine is especially adapted to the requirements of the farmers and ranchers and is one which is becoming practically a standard among the rural population.

Good Qualities of American Products Commended.

Too much can not be said in commendation of the American-made instrument. It has been classed by many as unexcelled, though the necessity of the American manufacturer becoming more indulgent in

the matter of South African requirements appears obvious. The general finish of the American products and their accuracy are points in their favor. American methods of packing for shipment are also commended, few cases of damage in transit having been noted.

Notwithstanding the excellent features embodied in the American machine, there is still room for improvement, which will increase the favor of the local dealers. In the construction of flat iron and brass weights, the South African dealer desires but one hole drilled to adjust the weight to the required standard. The object of this is to improve the appearance of the weight and complete a neater and more salable article.

In each instance the name of the maker should appear conspicuously upon the machine. An example has been noted where the sale of an American instrument was prevented by the absence of the manufacturer's mark, the prospective purchaser having doubted the origin of the scale.

Where a balancing ball is fitted to a scale or weighing machine, special attention should be devoted to the provisions for effectively locking it in its correct position. In all cases scales and weighing machines should be fitted with hardened steel bearings. Instruments for weighing which are equipped with cast-iron bearings do not conform to the specifications of the local assize law, and prove a decided disadvantage and cause of embarrassment to the agent, dealer, and purchaser. American manufacturers should further attempt to maintain the finish and design of their products, as nothing proves more disastrous in the local markets than a noticeable deterioration in the quality of foreign products once introduced and proven successful.

Despite the possibility of making an accurate statement of the prices of all types of scales and weighing machines, it is deemed advisable to present this list by classes: Platform scales, dormant, heavy, constructed to weigh up to 8,000 pounds, \$150 to \$175; platform scales, concealed and unconcealed, constructed to weigh up to 2,500 pounds, \$125 up; portable platform scales, wooden pillar, constructed to weigh from 400 to 600 pounds, \$40 to \$60; platform scales, heavy, portable, large platform, rail guards, 500 to 1,000 pounds, \$90 to \$120; butcher's meat beam, constructed to weigh from 1 to 700 and 1 to 1,100 pounds, \$60 up; butcher's steelyard, constructed to weigh from 1 to 300 and 1 to 400 pounds, \$30 to \$50; equal-balance or counter scales, various sizes, finishes, and designs, constructed to weigh from 1 to 7, 1 to 10, and 1 to 28 pounds, \$7.50 to \$20; vibrating scales, constructed to weigh from 1 to 10 and 1 to 28 pounds, \$10 to \$25; letter scales or balances, constructed to weigh up to 16 ounces, \$1.50 to \$5.

Of special interest in the provisions of the assize by-laws regarding weighing instruments, weights, measures, etc., is the restriction of the use of what is known as the spring-balance or computing machine for commercial use. Despite the fact that the by-laws are applicable only to the specified municipalities, the advocated adoption of similar laws by surrounding communities and the position of Johannesburg as the distributing center of this consular district justifies a careful conformity with these requirements and specifications.

[A list of dealers in and manufacturers of scales and weighing machines, hardware dealers and importers, and railways, with their respective purchasing

agents, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Copies of the assize by-laws governing weighing instruments, weights, and measures may be inspected at the Bureau or its branches or will be loaned to persons especially interested.]

CONFERENCE UPON JAPAN'S TRADE.

[Extract from Japan Times of June 24, by Consul General George H. Scidmore, Yokohama.]

The conference of the presidents of the chambers of commerce from all over the country, which is in session in the hall of the Ministry of Agriculture and Commerce, has several important subjects for deliberation. All the chambers are represented except Takamatsu, Tokushima, Sapporo, and Kumamoto. The principal subjects submitted to their deliberation are as follows:

- (1) Measures necessary for realizing an advancement in the country's foreign trade.
- (2) Measures necessary for developing manufacturing industries of the country.
- (3) Measures to be taken by commercial and industrial interests of the country to improve the opportunities now afforded by the conclusion of new agreements with China.
- (4) Measures necessary for realizing increased activities and usefulness of the chamber of commerce.

All these points will receive careful consideration by those assembled and some results are confidently expected of the meeting. But it is feared that no immediate development may be expected in view of the comprehensive character of all these subjects.

Various suggestions will be made, and they will be published by the Ministry of Agriculture and Commerce, but it is thought that when considered from a practical point of view the result of the conference will not go very much beyond emphasizing the necessity of the Government's aid for realizing the purposes enumerated.

In what form the expected aid may be given is difficult to say at this moment, but it is most likely that financial assistance may be asked for despatching a party or parties of business men to different parts of China and other countries for making necessary investigations. Unless something of the kind be done the conference may end in bringing no immediate result.

Government Subsidies Proposed.

Importance will be specially attached to the third item and the Government may be asked to give financial support for a limited period to those who would go to South Manchuria and Mongolia to engage in agricultural pursuits. The organization of a subsidized company may be suggested, which will have for its object the development of agricultural and other interests in the newly opened part of South Manchuria and Mongolia. A company for the purpose of colonization like the one in existence in Korea may come to be formed as one of the results of the conference.

The presidents of the Chambers after the conference will hold joint meetings in the Tokyo Chamber of Commerce to consider the means necessary for coping with the boycott now going on in China. The result of this meeting may come to be more practical than that of the conference called by the Minister of Agriculture and Commerce and it is watched with much interest by those directly concerned in the trade with China.

PHOTOGRAPHIC SUPPLIES IN SPAIN.

[Consul Wilbur T. Gracey, Seville, June 30.]

The impossibility of securing photographic supplies from customary sources has resulted in a shortage of such goods in Seville and an exceptional opportunity for American exporters to enter the trade. An investigation of the situation shows that there are many amateur photographers here and that a continuous demand for plates, paper, films, etc., exists.

At present the call seems to be for paper and plates. In plates, European sizes, those chiefly desired are 6½ by 9, 9 by 12, 10 by 15, 13 by 18, and 18 by 24 centimeters (2.56 by 3.54, 3.54 by 4.72, 3.94 by 5.91, 5.12 by 7.09, and 7.09 by 9.45 inches); and "verascope," 45 by 107 millimeters (1.77 by 4.21 inches). The greatest demand is for rapid papers and plates.

Quick-Printing Papers Favored—Cameras Not in Demand.

The papers most used are quick-printing bromides (matt) packed in envelopes, the sheets cut to sizes 9 by 12 centimeters, 13 by 18, and 18 by 24, and in larger sheets 50 by 60 centimeters. [Centimeter = 0.3937 inch.] Printing-out paper is also used, the glazed surface being preferred to the matt. Gaslight (developing) papers are used to a certain extent, but have not gained the same popularity with professionals as have the regular bromide papers, and are therefore not so much in demand. A well-known American company, which has a branch in Spain, supplies much of the demand for films and also one brand of developing paper, but there appears to be an opportunity for competing lines.

There is an exceptional call in Spain for bromide post cards, and a shortage exists at present. There is also a shortage of photographic chemicals. There is not now so large a call for cameras and apparatus as in normal times.

Quotations—Conditions of Payment—Sales Methods.

Quotations for this market should be given in pesetas or francs, each of which is equivalent to 19.3 cents United States gold. The use of American currency quotations is not satisfactory. Packing costs are not, as a general rule, included in the cost of the goods, but where large orders are sent European firms sometimes make no charges for packing.

If it is possible to make quotations f. o. b. Seville, this would be preferable, but this is, of course, very difficult unless a firm has a branch house in Spain. It is by establishing branch houses in Barcelona, Madrid, or some other large Spanish city and handling business from these offices that the most satisfactory results have been obtained.

European firms generally allow discounts of 25 to 50 per cent off catalogue prices. Payments are usually made by draft through London or Paris banks. Credits on this class of goods are given by European firms for a period of three months. In some cases cash is demanded, but the extension of credits to reputable firms is advisable.

Most sales in wholesale quantities are made through branch houses in Barcelona or Madrid to the local dealers, who sell to local users. Certain Seville firms import direct from the foreign manufacturer and sell direct to users, and also supply other dealers in the smaller towns of this district.

Little Direct Importation from United States.

As a rule local dealers carry a large assortment of goods. American plates, films, etc., are found here and are in demand, but have mostly been imported from other countries instead of direct, usually through England, Germany, or France, and it is therefore difficult to discover the actual quantity of American goods sold in Seville. It is probable that the American exporter has never seriously worked the Spanish market, leaving it to the supply houses of other countries to carry on the trade and furnish such American goods as they deemed desirable.

Prior to the war cameras were imported from Germany, France, England, and Switzerland; plates from Germany, France, and England; films largely from England, with a few from France; paper from Germany, England, and France. One dealer stated to the consul in January, 1914, that probably 75 per cent of the photographic supplies, exclusive of films, came from Germany. Many of these articles, however, are said to have been of American origin.

The terms of sale at that time in Seville were said to be 30 days net on sales from England, or 5 per cent discount for cash; 90 days net from France, or 2 per cent discount for cash; 60 to 120 days net from Germany, or 2 to 3 per cent discount for cash.

Credit an Essential—No Domestic Production.

Whatever prices are made by American firms, it is probable that terms will be expected, as not only will it take longer to receive goods from American sources but freights will be higher, and 30 days would hardly be sufficient time in which to receive the goods and place them in stock. By granting terms of 90 days American firms will be more liable to build up a trade that will continue after the return of normal conditions. The standing of local firms can be ascertained by application to the local banks or to Dun's commercial agency, which has a branch office here. With satisfactory information in hand, the fullest credits possible should be considered.

No photographic goods are manufactured in Spain, and therefore foreign supplies have no domestic competition to meet. At present some supplies are being received from England and France, but none from Germany. The only conditions that prejudice American trade are lack of familiarity on the part of American firms with Spanish trade methods, the general practice of quoting in American rather than in Spanish currency, the lack of catalogues in the Spanish language, the lack of credits, and the general disinclination of American exporters to conform to the local trade usages.

In purchasing photographic supplies the first consideration is always quality, the second price, and the last the terms allowed, so that in this regard this class of goods stands in a better position than some other lines.

Spanish Language Should be Used—Advertising.

Catalogues should be in Spanish, as well as all other literature, including the printed directions that are placed in boxes of plates, paper, etc. Catalogues in English may be of service, but they will not bring the same trade as if printed in the language of this country. Directions for the preparation of developers, etc., should not only be in Spanish but they should also give weights and measurements in metric units, and the temperature of solutions, etc., where

mentioned, should be in degrees centigrade. Fahrenheit scales are not understood. The expressions "half plate" and "quarter plate" are not used here.

If arrangements are made with a local firm to represent an American manufacturer, it is probable that his business will be considerably increased by allowing certain funds for advertising purposes, the usual methods of advertising here being by newspaper and periodicals, theater curtains, billboards, electric signs, and slides projected on the curtains at cinematograph shows. During the summer this last-mentioned form of advertising is considered cheap and effective. Cinematograph exhibitions are given in many of the open plazas during the evenings, and advertisements of this kind are seen by large numbers of people.

Traveling Representatives—Packing and Shipping.

It is probable that at the present time a traveling salesman representing American firms in Spain would be able to do a considerable business in this line. The commercial traveler is undoubtedly the best way to secure trade, and an energetic, Spanish-speaking man, armed with samples and able to grant credits to responsible firms, will undoubtedly find this a fertile field.

No special packing is needed for photographic goods intended for this market, other than the regular strong boxing required on export shipments. It is not necessary to pack photographic goods in tin, and tin-lined cases are not usual. Goods intended for this market should be shipped by the quickest route. Shipping rates from United States ports are about 30 per cent higher than from European places.

A list of Seville firms handling photographic goods may be had from the Bureau of Domestic and Foreign Commerce or its branch offices. The person first named on the list has recently called at this consulate and expressed a desire to be placed in touch with American exporters of photographic goods.

FOREST RESERVES OF CANADA.

[Consul Henry P. Starrett, Fort William, Ontario, July 26.]

According to a report just issued by the Canadian Government, the total area of the forest reserves of the Dominion in 1914 amounted to 152,935,593 acres, divided among the Provinces as follows:

Province.	Acres.
Quebec -----	107, 907, 513
Ontario -----	14, 430, 720
Manitoba -----	2, 608, 400
Saskatchewan -----	6, 195, 705
Alberta -----	16, 813, 376
British Columbia (in Railway Belt) -----	2, 417, 638
British Columbia (outside of Railway Belt) -----	2, 474, 241

Besides the areas given for British Columbia, all lands west of the Cascades bearing more than 8,000 feet, board measure, of timber per acre, and all lands east of the Cascades bearing more than 5,000 feet, board measure, of timber per acre, are removed from entry.

It is stated that considerable care has been exercised in including in these reservations only lands which control watersheds, or which have been found unsuitable for agriculture.

SHIPPING COSTS INCREASE IN WEST INDIES.

[Consul Thomas Wallace, Fort de France, Martinique, French West Indies, July 10.]

A strike among the stevedores portends much trouble for the commerce of Martinique. The steamship *Raven* of the Seeberg Line, of Mobile, was detained several days at Pointe-a-Petre, Guadaloupe, on account of the lightermen going on strike, the Guadaloupe agent for the company finally yielding to the demands of the strikers. The news was carried to Martinique, and when the steamer *Korona*, of the Quebec Line, arrived from New York the lightermen of Fort de France had organized and refused to work unless double wages would be paid them.

The daily wages heretofore paid lightermen was 80 cents, and as the steamer could not delay, the agent of the company agreed to pay the \$1.60 wage demanded. The next day after the agreement had been made was Sunday, and the men refused to work unless they were paid \$3.20 per day, which the agent refused to give, and the steamer was delayed over one day in port.

The longshoremen had also organized, and after the goods from the *Korona* had been landed they refused to move them except at five times the usual rate paid for the same work. The ordinary rate for moving a bag of flour was 2 cents, other packages in proportion. This rate would give them about \$2 per day. They demanded 10 cents per bag and the same increase on other parcels. At this rate they would make about \$10 per day. A compromise was finally affected and they were given 4 cents per bag, with a similar increase on other parcels.

The strike then spread to the laborers employed by the French steamship line, the Cie. Gle. Transatlantique. The men employed as laborers by the company had been paid 90 cents per day. They demanded \$1.80. The company, having two steamers to load, offered them \$1.25 per day, which was refused. The few who were induced to go to work were assaulted and beaten by the strikers as soon as they left the company's inclosure, and the mounted police who were endeavoring to protect them were pelted with stones, some of whom were badly bruised.

The strikers surrounded the company's inclosure and intimidated all who attempted to enter. The company succeeded in smuggling a few into its yard and they were given sleeping quarters inside the inclosure. It failed to secure a sufficient number for the work required, and the steamer sailing to-day will depart with half a cargo.

PHILIPPINE-MADE COIR MATS.

[Consul General George E. Anderson, Hongkong, China, June 21.]

The industrial division of the Bureau of Education at Manila has announced that commercial quantities of coir or coconut husk mats of Philippine manufacture are now available for sale in the Philippines and in this part of the world, generally at prices which allow successful competition with American and European mats of this material. Raw materials for the mats is to be had in abundance in the islands, of course, but the training of workmen for the manufacture of the mats has required time, and any wide development of the trade will require more time for that reason. The imports of such goods in this part of the world are considerable.

CONSTRUCTION WORK ABROAD.**AUSTRALIA.**

[Consul W. A. Bickers, Hobart, Tasmania, June 20.]

Construction of the Ridgeway Reservoir.

Work has been resumed on the Ridgeway Reservoir at Hobart, after an intermission of over a year. The construction of this reservoir was let to a contractor, who after 18 months' work was forced to give up his contract on account of financial difficulties. Thereupon a dispute arose as to the amount the city owed him on the work he had done, which dispute was carried to the courts and was the cause of the long delay in resuming operations.

After the settlement of these disputes, it was decided by the municipal government that the work should be carried out by day labor under the jurisdiction of the Water and Sewerage Committee. This committee is now actively pushing forward the work which should be completed within 12 months.

Upon completion of this reservoir, the city of Hobart will be amply provided with water for many years to come as it is of large capacity and has a large drainage area. The total cost of the reservoir with connections will be about \$500,000, which is much greater than the original estimate, as the cost of labor and material has advanced, and likewise a wide fissure was discovered in the foundation which necessitated an additional heavy expenditure.

CANADA.

[Consul M. B. Kirk, Orillia, Ontario, July 29.]

Town Hall to be Rebuilt.

The Town Hall which was reported as destroyed by fire (see **COMMERCE REPORTS** for July 29, 1915) will be rebuilt as soon as possible. Although the plans are not completed, this building will contain the municipal offices, the council chamber, a theater, and a market. As new furnishings will be needed for these various parts of the building, it is suggested that those who are interested communicate with Burke, Horwood & White, Toronto, Canada, who have been appointed architects.

DUTCH EAST INDIES.

[London and China Telegraph, July 19.]

American Oil Company Will Construct Branch Stations.

According to a Medan contemporary the Standard Oil Co. of New York are about to open up in business on the east coast of Sumatra. Sites for large godowns have been selected at Belawan, Loebong, Pakam, Tebing Tinggi, Perbangan, Bangan Poerba, Sinantar, Tandjong Balei, and even at Langsar and Kota Radja. The construction work will be undertaken by the West Java Engineering Co., and will be completed by the end of 1916. The headquarters of administration in the Dutch East Indies will be at Batavia. The Standard Oil Co. are, we understand, not only contemplating developments in Sumatra

but in Province Wellesley. Land has been bought up at Butterworth, and it is reported the erection of what will be the largest oil-tank installation in the district will be shortly put in hand.

FRENCH INDO-CHINA.

[Consul Lawrence P. Briggs, Saigon, June 11.]

Road Building—Bridge Work.

By decree of the Governor General of Indo-China dated May 25, 1915, a contract was approved with M. Emile Mayeur, entrepreneur, Saigon, for constructing the roadbed of the Pnompenh-Tonleap section of colonial route No. 1, a new road to be built from Saigon to Pnompenh, the capital and chief city of Cambodia. The contract price is 700,000 piasters (nearly \$350,000). This does not include bridges, which are let by separate contract, but it does include culverts, the value of which is estimated at about \$10,000. The country is low and marshy, and in construction of this road there will be more filling in than grading. Most of this work will be done by coolie hand labor. The road will ultimately be built up with Bienhoa stone or native granite, but this is not called for by the present contract.

The contracts for construction of bridges are let from time to time. Usually one or two months' notice is given in the local official publications to those who wish to submit sealed bids. The contracts are invariably granted to local firms. MM. Brossard et Mopin, entrepreneurs, Saigon, seem to get most of the contracts in this locality. The country is intersected with arroyos, bayous, and canals, and subject to frequent inundations. Consequently many bridges are necessary and many of them must be long and strong. Those recently constructed have been of iron and steel, with foundations of reinforced concrete. Cement is one of the leading products of Tonkin, but the structural iron and steel must be imported. It has come mainly from France.

[A list of the principal Indo-China entrepreneurs, or contractors, of public works, forwarded by the consul, may be had from the Bureau of Foreign and Domestic Commerce or its branches.]

NETHERLANDS.

[Reuter dispatch from Amsterdam, July 19.]

Project for North Sea Canal.

A bill has been presented to the Netherlands Chamber for the construction of a new lock at Ymuiden and the widening of the North Sea Canal, for increasing the capacity of Ymuiden harbor and for the construction of defense works. The dimensions of the new lock will surpass that of the Panama Canal locks. The cost of the lock and the harbor works is estimated at \$6,000,000 and defense works at \$2,500,000.

PHILIPPINE ISLANDS.

[Manila Free Press, June 26.]

The scheme which the Dominican Order has considered for years—transforming the whole block in which Manila's three banks are

located into a big modern concrete building—is again to the fore. The Dominicans own the block.

SPAIN.

[Consul Robertson Honey, Madrid, July 14.]

Harbor Work by the Government.

By Royal Decree published this day the Spanish Minister of Public Works is directed to proceed forthwith on the following construction work and improvements heretofore authorized:

Names of harbors.	Date of authorization.	Appropriation.	Names of harbors.	Date of authorization.	Appropriation.
		<i>Pesetas.</i>			<i>Pesetas.</i>
Laredo	Jan. 18, 1915	402,282.23	Candas	Aug. 19, 1911	321,406.23
Medano	Aug. 21, 1914	69,774.77	Puerta Real	Sept. 11, 1913	250,957.57
Moñio	Nov. 23, 1914	398,714.57	San Vicente de la		
Bermeo	Jan. 30, 1915	1,157,116.41	Barquera	May 26, 1914	389,315.23

At exchange of this date the pesetas equals \$0.205 United States currency.

SALE OF AMERICAN MANUFACTURES IN BIRMINGHAM.

[Consul Samuel M. Taylor, Birmingham, England, July 13.]

Dealers say that from 30 to 40 times the quantity of American small hardware articles and toys coming to Birmingham before the war are now being received. These are largely in lieu of former shipments from Germany and Austria.

There is a shortage in rubber pedals for bicycles, especially the cheaper grades. One merchant, interested in exporting to South Africa, has been able to supply only 250 of an order for 2,000. Small domestic machinery is in demand. In fact, goods of every description that were formerly supplied by belligerent nations (and the amount and variety were very large) are now coming from the United States. There is some complaint that the finish on hardware is not so good, but otherwise there is reasonable satisfaction.

There is no reason why, if the quality of the American article is maintained, the trade now being established should not be continued.

It is an encouraging outlook to find that the dealers who by force of conditions have been compelled to seek new sources of supplies in the lines above mentioned much against their conservative ideas, after a little experimenting, are showing considerable enthusiasm for American products. If the American manufacturers and exporters, while supplying the present demand, will see that no deterioration of quality is permitted, this will become a permanent market.

Stocks of cotton at Havre, France, on June 24, as reported by Consul John Ball Osborne, were 267,055 bales from the United States; 31,667 bales from India; 5,089 from other sources; total, 303,811 bales. The total on June 24, 1914, was 300,856, the sources being in about the same proportions as this year. The visible supply is given as 315,859 bales from the United States; India, 31,667; other sources, 5,089; total, 352,615 bales.

NOTTINGHAM HOSIERY TRADE PROSPEROUS.

[Consul C. M. Hitch, Nottingham, England, July 14.]

The hosiery trade in this district continues very active, nearly all branches being fully employed. Although the manufacturers have been compelled to ask advanced prices for their goods, yet in most cases orders are coming in very satisfactorily.

There seems to be for the present an unlimited demand for women's fine hose in mercerized cotton and lisle thread. Some nice lines of artificial-silk goods are being made in addition to attractive selling lines of silk boots, with tops of artificial silk, mercerized cotton, or lisle thread.

Underwear Section Quite Fully Employed.

The underwear section is probably as active and fully employed as any. Owing to the great variety of finished goods being turned out the capacity of the manufacturer is tested to the fullest extent. Most plants of circular machines are running double time. The demand for web in a variety of fabrics, each with a special kind of finish peculiarly its own, is very large.

The demand for women's cashmere hose is well maintained; the great bulk is taken in black. The request for embroidered goods is not so great as it has been. Black cotton hose are selling in very large quantities, as also are mercerized cotton and lisle thread goods, and a few lines of embroidered clocks are asked for. Bleached cotton hose are finding favor, and women's ribbed black cashmere hose hold their own fairly well.

Men's ribbed half-hose machinery is being run at all possible hours. Cotton and wool black and navy half hose are selling in fairly large quantities, and cotton and lisle thread goods are in demand. A few lines of cashmere and cotton half hose, embroidered clocks, are also moving.

Bright weather usually acts as a stimulus to the sales of children's socks; white cotton and lisle are moving in large quantities. Cashmere goods, also, are selling well in white and light fancy shades, in addition to substantial quantities in black and tans.

Manufacturers of expensive silk hosiery would like to increase their output. Manufacturers of silk underwear are experiencing a dearth of orders. On the other hand, there is a large demand for underwear in wool, cotton, and plated goods.

Dyers and Finishers Advance Prices.

Manufacturers locally have received notices from the bleachers, dyers, and finishers of an advance in price for most articles, with a fixed minimum price for most classes of goods. There has been little opposition on the part of manufacturers to this action of the master dyers and finishers, inasmuch as it is generally recognized that the greatly increased cost of material and labor warranted the demand for increased prices. From the point of view of the dyers and finishers, the course adopted should prove beneficial in checking the policy of undercutting prices, which has been practiced more or less for some time past.

Owing, in part, to the great demand made by the Government upon the wool market, and also in part to a shortage of labor experienced by top makers, the supply of cashmere yarn for the hosiery trade

has been gradually reduced. Deliveries against contracts become more belated as manufactruers have difficulty in getting enough yarn to keep their machines constantly running. Production has been somewhat hampered by insufficient supplies of needles, dyeing materials, and certain classes of yarns.

Extension of Works and New Companies.

One firm of manufacturers is preparing to extend its works at Heanor, at an estimated cost of over \$55,000. The present works employ 1,500, and the extension is to provide for double that number.

Three new companies that have been organized include one capitalized at \$15,000 (\$5 shares) to take over the business of hosiery manufacturers carried on at Hinckley, Leicestershire; a second, with \$300,000 capital (\$5 shares), to take over the business of dyers carried on at North Bridge and Frog Island, Leicester; and a third, with \$10,000 capital (\$5 shares), to carry on the business of hosiery manufacturing at Grange Lane, Leicester.

[The market for American kult goods in England was discussed in **COMMERCE REPORTS** for Mar. 15, 1915.]

THE USE OF FUEL OIL IN BRAZIL.

[Consul General Alfred L. Moreau Gottschalk, Rio de Janeiro, July 2.]

One can not enter upon any study of the fuels used in Brazil today without realizing that the country is on the threshold of a transition. With the outbreak of the war in Europe and the diminution of British coal supplies upon this market, American coal has gradually entered the field [for reviews of the Brazilian coal situation see **COMMERCE REPORTS** for Apr. 24, June 23, and July 24, 1915]; fuel oil has already begun to be known here, and has in a number of special instances actually supplanted coal; and there are those who discern in the general introduction of electricity for telephone, lighting, and traction purposes in Brazilian towns even of relatively small size the forecast of a distant time when both coal and oil fuel shall have given way before a cheap and popular supply of electric power generated by the vast water powers of Brazil.

Progress Slow at First.

Fuel oil was first introduced into Brazil a little over three years ago. It is furnished here by two concerns, the Caloric Oil Co. of New York and the Anglo-Mexican Petroleum Co.; the Standard Oil Co. is building large fuel-oil tanks on Governador Island, in the Bay of Rio de Janeiro, and will soon also enter the fuel-oil field.

In 1911 demonstrations of firing cotton-mill boilers with oil aroused much enthusiasm as a solution of the fuel problem in the textile industry of Brazil. However, the growth of the business was relatively slow at first because all of the material for the installation of oil-burning systems had to be imported either from the United States or from Europe, and because of the fact that most of the industrial plants were still bound by coal contracts running for some time. Notwithstanding these and other drawbacks, oil imports since 1911 have shown a yearly increase of over 100 per cent.

Mexico the Chief Source—Local Consumers.

Most of the fuel oil received here has come from the Mexican fields, with the exception of one cargo from California via the Straits of Magellan.

At present all but one or two of the larger cotton mills in Rio de Janeiro are using electrical power to turn their spindles, but have supplanted coal by fuel oil for the engines used in their dyeing, cleaning, and pressing work. These mills, most of which in 1914 were running on half time, have had marked increases in their orders and have nearly all returned to normal conditions of production. Six of the largest of these show an increase in their consumption of oil during the past half year of some 40 per cent. Other users of fuel oil include two woolen and one silk mill, sugar refineries, paper mills, glass works, hat factories, breweries, iron mills, rope and cordage works, an asphalt plant, and steamships.

All that has been written above relates to the city of Rio de Janeiro. Until now but little effort has been made to spread the use of fuel oil to the large interior manufacturing centers, chiefly because of the lack of tanking facilities elsewhere than in the capital city; but it is said that the question of establishing storage stations at various points in the interior is receiving serious consideration.

Experimental Installations of Navigation and Railway Companies.

Some effort has been made to approach the Brazilian navigation companies in the matter of introducing this fuel, and two or three steamers have been supplied. Some of the lines are said to be more than half convinced of the ultimate economy of oil burning, and are urged, besides, to some radical measures by reason of the advanced price of coal.

The Government-owned Central Railway of Brazil has 50 oil-burning engines in service on suburban lines and is contemplating additions to this list; about 2,500 tons of fuel oil are now consumed monthly. I am told that three or four more oil-burning engines are on their way from the American Locomotive Works to this railroad and that it purposes building a reserve storage tank at Barra de Pirahy, some miles in the interior. The railroad's supply of oil is furnished chiefly by a British company (the Anglo-Mexican Petroleum Co.) at the reputed low price of 42s. 6d. (\$10.34) per ton. Two other smaller railroads have each equipped one locomotive for experimental purposes.

BOARD TO STUDY SPANISH EXPORTATION.

[Consul Robertson Honey, Madrid, July 11.]

The Gaceta de Madrid (official organ of the Spanish Government) announces this day that by royal decree a board has been created to study and report upon the question of increasing the exports of Spain. The president of the board is Señor D. José Valdés, Director General de Aduanas, Madrid, Spain. The board will finish its labors and report by October 15, 1915. American importers of Spanish products should communicate with the above named before expiration of the time limit.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

- Corks**, No. 17784.—A business man in Spain states that he desires to represent American manufacturers of corks of the kind commonly used in perfumery bottles. Full information, including catalogues, price lists, etc., should be forwarded at once. Correspondence may be in English. New York City references are given.
- Kitchen utensils**, No. 17785.—A firm in Denmark is interested in obtaining American agencies for flat irons, combs, wringers, spoons, and various other small kitchen utensils. This firm expects to buy on its own account for Finland and Russia and to act as selling agents or manufacturers' representatives in Sweden, Norway, and Denmark.
- Enamel ware, hardware, etc.**, No. 17786.—An American consular officer in the Netherlands reports that an export and import agent in his district desires to represent American manufacturers and exporters of enamel ware, earthen ware, wire nails, lock hinges, bolts, cutlery, garden hoes, etc., spoons, cotton piece goods, etc.
- Nitrate of soda**, No. 17787.—A firm in Canada has requested an American consular officer to supply the names and addresses of American manufacturers of refined nitrate of soda, to be used in curing meats, etc. He desires to purchase this commodity from firms in the eastern States.
- Shingles**, No. 17788.—A firm in Canada writes the Bureau of Foreign and Domestic Commerce that it has an inquiry from its head office in England for offers on shingles to be shipped to East and South African markets.
- Fleecy ripple fabric**, No. 17789.—An American consular officer in England reports that a firm in his district desires to receive patterns and quotations for fleecy ripple fabric suitable for making golf knickers, etc., for women. Prices should be quoted c. l. f. British ports, if possible.
- Automobile supplies, etc.**, No. 17790.—A firm in Norway writes an American consular officer that it wishes to hear from American manufacturers and exporters of rubber tires, automobile accessories, dry batteries, and automobile trucks, with a view to securing an exclusive agency for the sale of these lines. The firm states that it will pay cash.
- Food products**, No. 17791.—An American consular officer in the Netherlands reports that an agent in that country wishes to represent American exporters of California canned fruits; dried California fruits; salmon and lobster packers. The man desires to work on a commission basis or buy on his own account. References are given. Correspondence may be in English.
- Fish nets**, No. 17792.—A business man in Honduras informs an American consular officer that he would be pleased to receive prices on fish nets for salt-water fishing. He desires a net about 150 feet long, 12 feet wide in the center, and 7 feet wide at the ends. Prices should be made for prompt delivery. Correspondence may be in English.
- Celluloid and aluminum ware, hosiery, toys, etc.**, No. 17793.—A firm in Cuba informs an American consular officer that it desires to represent American manufacturers of celluloid and aluminum ware, glassware, brushes, hosiery, ready-made clothing for men, toys, rubber notions, jewelry novelties, leather novelties, metal novelties, soaps, soap stock, and cottonseed oil.
- Typewriter ribbons, carbon and stencil paper, and photographic paste**, No. 17794.—An American consular officer in France writes that a business man in his district desires to receive offers for typewriter ribbons, carbon and stencil paper, and photographic paste. Correspondence should be in French.
- Card steel wire**, No. 17795.—A firm in Switzerland which is engaged in the manufacture of mechanical carding machinery and card clothing has written an American consular officer requesting names and addresses of American manufacturers of card steel wire used in the manufacture of card clothing and carding supplies. Correspondence should be in German.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE

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BAKERY MACHINERY FOR PORTO RICO.

[Harwood Hull, correspondent, San Juan, July 28.]

Changes in the sanitary regulations for bakeries for the entire island provide that Porto Rican bakers must mix their dough by machinery and deliver their bread wrapped in paper. Ovens must be of an approved type and in some instances bakers will be compelled to install cutting machines. The regulations have been formulated to eliminate the handling of bread by workmen from the time the dough is mixed until the bread is delivered to the retail customer.

As these regulations practically revolutionize the baking conditions of the island there should be a market here for all sorts of bakers' mechanical supplies. When the new regulations were first issued it was found that it was impossible to obtain any adequate bakery machinery in the island and as there had never been any particular demand for such machinery local merchants in many instances were without even catalogues of manufacturers making such machinery.

Most of the island bakeries are small and the market demands small, inexpensive outfits.

Porto Rico imports annually over \$1,500,000 worth of flour—all from the United States.

HIGHER PRICES FOR AUSTRALIAN CATTLE.

The record price of \$118.42 each for beeves in Australia was noted in **COMMERCE REPORTS** for August 2, 1915. The Sydney Herald announces still higher prices in its issue of July 6, 1915:

MORUYA.—At a cattle sale held by Messrs. O'Reilly and Thomson, on behalf of Mr. Cecil Keating, exceptional prices were realized. The highest price ever paid here for fat bullocks was reached when a Wagga buyer, Mr. King, bid £26 (\$126.53) each. A yard of 150 store bullocks fetched £7/10/6 (\$36.55); ordinary bullocks to £9/2/6 (\$44.40); heifers to £6/2 (\$29.69). Buyers attended from Wagga, Goulburn, and other centers.

THE ENGLISH AGRICULTURAL SHOW.

[Consul C. M. Hitch, Nottingham, July 9.]

American farm implements were features at the Seventy-sixth Annual Exhibition of the Royal Agricultural Society of England, which was held at Nottingham, June 29 to July 3, 1915. This is the second time since the society was organized in 1839 that Nottingham has been honored by having the annual fair, the previous time being in 1888.

The section devoted to agricultural implements and farm machinery was laid out as city blocks, with streets running between, and large numbers of visitors were constantly inspecting the exhibits. A comparison of the number of entries in farm machinery at the first Royal Show, held in 1839, with the entries in the Show held this year will give some idea of the wonderful strides that have been made along this line. In 1839 there were only 16 mechanical appliances shown, and these were said to be comprehensive of the best farm machinery at that time. They consisted of one grubber, one molding plow, two subsoilers, two cultivators, one swing plow, one horse hoe, one chain harrow, etc. These were typical of the best and most advanced farm machinery in use at that period. The number of farm machinery exhibits has grown from year to year, until in 1915 the total entries for exhibition required 341 stands and numbered 4,230. In addition there were 19 new implements entered for silver medals. Among these exhibits could be found every imaginable kind of farm implement in use, such as improved cultivators, harrows, plows, reapers, binders, harvesting machines, steam plows, tractor engines, etc. Some well-known makes of American harvesting machines, reapers, binders, tractor engines, etc., occupied conspicuous places among the machinery exhibits.

New Farm Implements.

Silver medals are each year offered by the Royal Agricultural Society for new agricultural implements or improvements in such implements specially entered at the show. This year 19 new implements were entered in this contest. Two motor plows were entered for silver medals, one being a double-furrow motor plow, which can be used either as a cultivator or as a harrow. The "tillerer," about which a good deal has been heard during the past few months, was also entered. It plants and cultivates wheat somewhat after the manner of planting and cultivating corn.

An American-made petrol engine (2 horsepower) was among the new inventions entered for the silver medal. It is a 2-cylinder, 2-stroke engine, water cooled, with single reduction spiral gears, and adjustable expanding clutch, H. T. magneto, and automatic carburetor. It is made to operate on a number of attachments, such as bone grinders, vegetable cutters, and the like, without the use of pulleys or belting. The latter can, however, be fitted to the engine.

Other new inventions entered were an oil plowing engine, a new electric-lighting plant which is priced at the low figure of \$185, two new potato planters, a new disk and fertilizer drill, etc.

No better opportunity is offered to manufacturers of farm implements in getting their goods properly before the public than is afforded at these annual exhibitions of the Royal Show. These shows are visited by many thousands of the best farmers throughout England,

and American manufacturers of farm implements and machinery who wish to enter this market would do well to bear this in mind. The Royal Show is usually held about the month of June or July in each year, and anyone desiring to arrange space for the 1916 show should address communications direct to Mr. Thomas McRow, Secretary, 16 Bedford Square, London, W. C., England.

Dairying Exhibition.

The dairying plant, which occupied a conspicuous place in the center of the show ground, was perhaps visited by more people than any other one exhibit. During each day practical experiments were made to demonstrate the value of the milks obtained from the various breeds of cattle. Demonstrations were also made to show the different results obtained from the same cream when the churning and butter making is conducted skillfully or the reverse. A competent expert from the Department of Agriculture gave daily lectures on various features connected with dairying, which were eagerly attended by large and enthusiastic audiences.

Quite a feature of the show was the interest aroused in the demonstrations and lectures in the working dairy, where about a dozen women, including a number of instructresses for the various counties, were busily engaged each day. It was only in accordance with precedent that the milk from the Jersey cows should have yielded the best results, though the Guernsey butter was of a rather higher color.

On Saturday, the last day of the show, the results in butter tests and milk yields were made known. The cows were milked at 5 p. m. on Wednesday, and the milk for the next 24 hours was taken for the test. The first and second prizes were taken by the short-horn cows owned by Lord Lucas. One of these cows scored more points than any animal of the other breeds. She gave 68 pounds of milk, with 3.95 pounds of fat, scoring 83.80 points.

The largest yield of milk was returned by a Holstein-Friesian cow, which gave 70.10 pounds of milk, but was disqualified, as the milk was below the fat standard. The Lincolnshire Reds and several other breeds also made remarkable records. A Jersey cow took the first prize in the test for butter fat, producing 6.47—the standard being only 3—and it is said this record has probably never been equaled. The second prize Jersey cow made a record of 6.30 in butter fat.

The first prize winner in the Dexter class was entered by His Majesty, the King. This little animal is only 3 years old, and for a representative of this miniature breed to yield 40.12 pounds of milk is considered a fine record.

Improved Cheese Making.

Much interest was manifested by the farmers in cheese making. It is claimed by experts that much more money can be realized by converting the milk into cheese than in the making of butter. Mr. R. N. Dowling, the organizer of agricultural education for Lincoln County, estimates that 80 cents more can be obtained from 8 gallons of milk converted into cheese than by utilizing the same quantity of milk for making butter.

The main obstacle that has confronted the small farmer heretofore was that no simple and inexpensive method had been devised

for making cheese on a small scale, but this difficulty appears to have been successfully overcome by the methods employed in the making of what is known as the Little Lincoln cheese. The Lindsey County Council have for the past two years been instructing butter makers in the production of a small whole milk cheese, which, it is claimed, will leave a much larger margin of profit than butter making in the summer months. The chief advantage of this "Little Lincoln" cheese is that it needs little in the way of appliances. The milk may be set in a pan of convenient size to fit inside another, so that the temperature of the milk may be regulated by means of hot water in the outer vessel. The curd, when ready, may be cut with any knife sufficiently long in the blade to reach the bottom of the pan and the crosscutting may be done with a cream skimmer. When ready for cutting the curd is broken by hand, so that cheeses of uniform size may be obtained, $1\frac{1}{2}$ pounds of curd placed in each small tin, and pressure applied on each for one night only.

The method of making is to use new milk at a temperature of 84° F. Add rennet diluted in cold water in proportion of half a teaspoonful to each gallon of milk. Leave $1\frac{1}{2}$ hours. Cut the curd into cubes and heat to 88° , stirring for half an hour. Leave it to settle for half an hour. Draw off the whey and collect the curd in a cheesecloth. Cut and turn the curd every half hour. After the third time of cutting and turning test the curd on a hot iron, and if it draws in fine threads break it up into small pieces and add 1 ounce of salt to every 4 pounds of curd. Press into small tins, as above, and apply 1 pound pressure for one night. Turn the cheeses daily till they slip out of the tin, and after which scrape the surface and put on a bandage. When dry, remove the latter, and brush over the surface of the cheese with flour paste. The cheeses are ready for sale, after turning each day, in about three weeks, the period being shorter in very warm weather and longer in very cold weather.

The exhibits of horses, sheep, pigs, poultry, produce, horticulture, etc., were well up to the standards of other years, and while the number of entries were somewhat less, the quality of the animals were considered equally as good, if not superior to those entered at former exhibitions.

Training the Blind.

Something quite unique for a Royal Show was provided by the Royal Midland Institution for the Blind, whose imposing display was a revelation of the strides which have been made in training the blind at one of Nottingham's leading institutions. The manufacture of brooms and brushes, socks and stockings, fancy baskets, sinnet mats, and ordinary doormats was demonstrated, and there were working examples of hand weaving and machine weaving. A dainty interior was draped with curtains made on the premises, and the splendid results obtained from the training of the blind in typewriting and piano tuning were other features of a notable exhibit.

Spain's production of cane sugar in the first five months of 1915 totaled 4,189 short tons, compared with 6,309 tons in the corresponding period of 1914. Consul Robertson Honey, of Madrid, reports that to produce 1 ton of sugar this year 15.845 tons of cane were required, whereas last year but 12.316 tons were needed.

SHIPMENTS FROM HUMBER PORTS.

[Consul Charles M. Hathaway, jr., Hull, England, July 20.]

In the first quarter of 1914 the value of the exports declared at the Hull consulate for shipment to the United States was \$241,545; this year it was \$134,387. In the second quarter of 1914 the invoice value of the merchandise sent to the United States from this district was \$273,607; in April-June, 1915, it was \$216,758; or a total of \$351,145, against \$515,152 in the first six months of last year. This is a loss of nearly 32 per cent. If the enhanced prices were taken into consideration the falling off would be larger. It will be observed, however, that the second quarter showed a decided tendency to recover.

During the same period exports of seed oils (rape, castor, and soya) to the United States declined from \$122,205 to \$76,543. It should be noted that not all the Hull-made oil that goes to the United States is invoiced from Hull.

Figures of the coal trade of the ports of Hull, Grimsby, Immingham, and Goole show a falling off of about 41 per cent in exports and of about 35 per cent in coastwise shipments, as compared with the first six months of 1914. Of the exports over 40 per cent went to France, a much larger percentage than in times of peace.

MOTOR PLOW TRIALS IN SCOTLAND.

[Consul Rufus Fleming, Edinburgh, July 17, corroborating cable dispatch in **COMMERCE REPORTS** for July 22.]

The Highland Agricultural Society will give an opportunity to the makers of motor cultivating implements to demonstrate to farmers the capabilities of motor plows. The need for labor-saving implements has become urgent, and a general feeling prevails among the directorate of the society that, even though present circumstances are adverse, everything possible should be done to promote an industry which may have a considerable effect upon the working of agriculture in the future. A committee has been appointed to select a site with strong land where the tests will be thorough. The trials will probably be held near Stirling about the first week in October.

Communications from motor implement manufacturers may be addressed to the Motor Trials Committee, care of the secretary of the Highland Agricultural Society, George IV Bridge, Edinburgh, Scotland.

SPAIN'S REVENUES FOR FIVE MONTHS.

[Consul Robertson Honey, Madrid, July 11.]

During the first five months of 1914 the total revenue of Spain was 506,990,000 pesetas; during the corresponding period of 1915 the total revenue amounted to 452,060,000 pesetas. In addition to this falling off of 54,930,000 pesetas, Spain has sold 159,000,000 pesetas worth of treasury bonds this year, as against only 45,000,000 pesetas in 1914.

[The gold peseta is equivalent to 19.3 cents United States currency; the Spanish silver peseta is circulating above its metallic value at present, and is worth approximately 20 cents.]

BRAZILIAN CONSUMPTION OF FOREIGN COTTON YARN.

[Consul General Alfred L. Moreau Gottschalk, Rio de Janeiro, June 14.]

The importance of Brazil's trade in foreign cotton yarns may be gauged from the following statistics of imports for 1905, 1910, 1911, 1912, 1913, and 1914:

Imported from—	1905	1910	1911	1912	1913	1914
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
United States.....	21,830	6,575	10,545	27,375	36,035	2,605
Austria-Hungary.....	9,230	1,775	6,995	9,845	42,090	.....
Belgium.....	740	1,150	1,195	16,340	11,210	1,520
France.....	18,840	25,395	36,030	73,435	77,190	11,250
Germany.....	405,595	610,695	598,160	752,300	793,505	276,640
Italy.....	359,030	748,205	516,050	1,112,770	747,275	184,445
Netherlands.....	.....	6,175	4,145	8,805	2,915	6,845
Switzerland.....	5,950	8,820	27,450	66,430	26,695	28,335
United Kingdom.....	1,328,705	1,245,820	1,447,200	1,975,010	1,659,340	970,290
Other countries.....	2,325	145	.....	4,500	.....	3,725
Total amount.....	2,152,245	2,654,755	2,647,770	4,046,810	3,396,255	1,485,655
Total value.....	\$519,348	\$835,161	\$921,227	\$1,150,025	\$1,100,850	\$534,060

Manufacturers are of the opinion that 1915 will witness a still more marked decrease in the imports.

Imports Chiefly Bleached or Dyed Yarn.

The statistics do not distinguish between the amounts of gray, white, and colored yarn. The bulk of the imports is bleached or dyed yarn. The amount of foreign gray yarn received is small—it being dyed here and used principally in the manufacture of textiles, etc., to produce effects that can not be achieved with domestic yarns. Practically all of the imported cotton yarn is "doubled."

The steadily growing hosiery industry of Brazil takes up most of the imported cotton yarns, the underwear mills use a considerable amount for knitting, and the remainder is utilized by textile mills manufacturing a high grade of cotton goods such as the native-spun yarn will not produce. Local importers claim that a large part of the imports is composed of mercerized cotton yarn—the small quantity that is manufactured here not satisfying the demand—and that business in mercerized foreign yarn will doubtless continue to expand in the future.

Most of the cotton mills in Brazil spin yarns of 40 count or under, some few spin 60s, and it is claimed that one or two spin up to 80s. This statement was substantiated by the traveling representative of a large American manufacturer who is now in Rio de Janeiro with a line of samples of yarns of count 40 or under. He states that with a line of finer yarns he would have been able to do a very satisfactory business. The market for foreign cotton yarns, therefore, would seem to be limited almost entirely to the higher counts.

Packing Requirements—Samples.

All the cotton yarn imported for the manufacture of hosiery is put up in cardboard "conicals" and cross spooled. It is essential that the cardboard be durable but light in weight, as customs duties are levied on the conicals as well as on the yarn itself. Cotton yarn for silk mills is imported in skeins.

No definite rule can be laid down as to the sizes of packing cases required; there is no uniformity in this regard, the cases varying

with each order. The packing cases in which the finer grades are shipped are usually metal lined.

To illustrate the quality of yarns imported and manufactured in this country, three samples of socks are transmitted (one being made of Brazilian yarn and the other two of foreign yarns). A list of local importers of cotton yarn, to whom American manufacturers should write, preferably in the Portuguese language, sending their samples carefully marked "Amostras sem valor" ("Samples without value"), is also forwarded.

[These addresses may be had upon application to the Bureau of Foreign and Domestic Commerce or its branches, at which offices the sample socks may be inspected by those interested.]

PRICE OF CRIMSON CLOVER SEED ADVANCING.

While there is apparently a larger supply of crimson clover seed on hand in the United States at the present time than in any previous year, much of it is of poor quality and the price is rapidly advancing. The Department of Agriculture, in a circular issued on this subject, cautions farmers to be sure of the quality of the seed they buy. The price of the seed during the past two months has risen from \$5.25 to \$6.75 a bushel.

It is explained that this unusual development is due to the fact that considerable quantities of the seed were imported last fall when it was realized that the war was likely to interfere in the future with such shipments, and that because of the haste in which the importations were made, the price paid was sufficiently high so that, notwithstanding the large quantity secured, it became necessary for the dealers to fix a price which would correspond to the original outlay, and which has not been strictly regulated by supply and demand. As the domestic production is not more than one-quarter as much as is imported under normal conditions, the seed from abroad is practically the controlling factor in the market. The present continuing rise in prices is the usual accompaniment of sowing time.

The greater part of the crimson-clover seed sowed in the United States is normally imported from France and Austria, says the circular. The special efforts on the part of the seed trade last fall, which have been mentioned, aided by improvement in trade facilities with France during the winter and spring, resulted in the importation of 12,000,000 pounds during the year ended June 30, 1915, as compared with 7,500,000 pounds the year previous and 1,500,000 pounds in 1910.

Importations of crimson-clover seed into the United States for the past six fiscal years were: 1910—1,552,000 pounds; 1911—3,529,000; 1912—3,406,000; 1913—5,376,000; 1914—7,524,000; 1915—12,036,000.

During May and June much seed of poor quality has been imported, more than 1,000,000 pounds, made up of several lots, germinating from 29 per cent to 62 per cent. Crimson-clover seed of a bright greenish yellow color usually germinates well, while a brownish color indicates poor germination. All lots containing brownish or brown seeds, says the Department of Agriculture, should be carefully tested for germination to determine the proportion that may be expected to grow in the field under favorable conditions, and the rate of seeding should be adjusted accordingly.

AMERICAN CHAMBER OF COMMERCE OF CHINA ORGANIZED.

[Consul General Thomas Sammons, Shanghai, July 1, supplementing article in **COMMERCE REPORTS** for May 19, 1915.]

The American Chamber of Commerce of China has been completed with the exception of the election of officers. Provision is made for the admission to membership of all Americans engaged in business, including those employed by foreign firms that promote American trade. On the other hand, the committee of American business men selected for the purpose of drafting a constitution and by-laws decided against allowing foreign employees or managers of an American bank or firm membership in the American Chamber of Commerce of China.

The American Chamber of Commerce of China will affiliate with the Chamber of Commerce of the United States, in particular, and with other commercial organizations in general.

The American minister to China, the judge of the United States Court for China, the American commercial attaché for China, the senior American vice consul, and the American consul general have been elected honorary members. Although officers have not been elected, the organization may be addressed as the American Chamber of Commerce, Shanghai, China.

It has required several months to bring about the organization, as it was necessary to harmonize conflicting interests and to avoid interference with American organizations that have occupied this field for many years in various representative capacities. While the American Chamber of Commerce of China, with headquarters at Shanghai, is largely the outgrowth of the All-American Wednesday tiffins which I inaugurated for the purpose of bringing together Americans generally, including visiting and resident business men, it is considered advisable to guide the two organizations along separate and distinct lines of usefulness.

AMERICAN CUTLERY FOR CANADA.

Reiterating his earlier statements that Canada now presents a favorable opening for the sale of American cutlery [see **COMMERCE REPORTS** for Mar. 6 and July 23, 1915], Consul Felix S. S. Johnson, of Kingston, writes:

I fear that American manufacturers, as a body, fail to appreciate the obvious truth that the present is a golden opportunity for entering the Canadian market; yet unless that truth is grasped and acted upon, Canadian buyers in the future may go elsewhere for their cutlery. The English cutlery industry is clearly inadequate to meet the demands made upon it; the number of operatives continues to decline, raw materials (particularly brass parts and brass wire) are hard to get, and the price of celluloid has been advanced another 10 per cent. I sincerely hope that American firms will awaken to the present opportunity and make efforts to establish a permanent trade in Canada.

[A detailed review of the Canadian cutlery trade appeared in **COMMERCE REPORTS** for Mar. 12, 1915.]

The new garbage incinerator having started at Kingston, Canada, Consul Johnson reports that it will easily handle the city's garbage of about 12 tons daily.

RICE IMPORTATIONS INTO CIENFUEGOS.

[Consul R. M. Bartleman, Cienfuegos, Cuba, June 28.]

Through a clerical error in the preparation of the annual report from this consulate, Cienfuegos' imports of rice from Germany in the fiscal year 1914 were given as 367,841 pounds, value at \$243,260. (See Supplement 25a to COMMERCE REPORTS for May 10, 1915.) The quantity should have read 9,367,841 pounds; the value as stated is correct. Imports from the United States amounted to 430,920 pounds.

Figures for the calendar year 1914, which were not available when the earlier report was transmitted, have now been compiled, and reveal a decline of 10,000,000 pounds in the quantity of rice received at the port of Cienfuegos, as compared with the imports in 1913. Details for the two years follow:

Imported from—	1913		Imported from—	1914	
	Pounds.	Value.		Pounds.	Value.
Germany.....	13,204,625	\$364,450	United States.....	5,205,101	\$219,816
England.....	2,844,644	73,645	Germany.....	5,447,800	141,423
India.....	16,682,192	518,895	England.....	4,030,607	97,869
Netherlands.....	3,476,107	98,232	Spain.....	23,000	722
Belgium.....	611,124	17,483	India.....	10,609,297	271,881
			Netherlands.....	1,151,949	31,988
			Belgium.....	343,200	8,333
Total.....	26,818,691	1,072,705	Total.....	26,810,960	772,082

BUYING AND SELLING ORES AND METALS.

The Buying and Selling of Ores and Metallurgical Products is the title of Technical Paper 83, just issued by the United States Bureau of Mines. The attempt is made to outline clearly the underlying principles. In estimating the value of an ore or an intermediate metallurgical product (other than a refined metal) the basis used is the price of the refined metal at some principal market center. The average price of all copper for 1913 was 15.5 cents per pound, and for electrolytic copper 15.269 cents per pound. Prices for other metals for 1914 were as follows: Lead, 3.862 cents per pound; spelter, 5.213 cents per pound; silver, 54.811 cents per troy ounce. Gold has the standard value, established by law, of \$20.67 per troy ounce. Copies of the monograph may be obtained free by applying to the Bureau of Mines, Washington, D. C.

JAPAN ENGAGES AUSTRALIAN COMMERCE PROMOTER.

[Consul General J. I. Brittain, Sydney, Australia, June 5.]

News just published at Sydney says that the Japanese press reports the engagement of Alexander S. Brown, of Sydney, by the Department of Agriculture and Commerce, of Japan, to assist in the development of reciprocal trade between Australia and Japan. Mr. Brown is to visit all the principal cities in Japan, deliver lectures and give instructions to the Japanese respecting goods for Australia.

CONTROL OF PRICES IN NEW SOUTH WALES.

[Consul General J. I. Brittain, Sydney, Australia, July 2.]

Owing to the excessive drought in Australia during the past year there is a great scarcity of butter, wheat, oats, chaff, fodder, flour, bran, pollard, chickwheat, and sugar.

In order to prevent speculators from taking advantage of consumers through controlling the market and advancing prices the Government of New South Wales has through its "Necessary Commodities Commission" fixed the prices at which such commodities will be sold, both wholesale and retail. In some instances the producers have strongly protested, taking the position that in fixing prices the increased cost of production in consequence of the drought has not been duly considered, further insisting that the law of supply and demand has not been given proper weight as a determining factor.

No doubt fixing the price has to an extent interfered with the importation of such commodities from the United States and elsewhere. If the importers were permitted to supply the demand with imported stocks sold at a reasonable profit, imports would increase. Instead, the imported article in many instances can not be placed on the market at prices fixed by the commission, while at the same time there is a shortage here and the imported products would readily sell if they could be retailed at small profit.

This is especially true of butter. This week 11,000 boxes were received from California. Wholesale dealers are permitted to sell this butter only to ship stores, restaurants, bakeries, etc., for their own consumption, at a small profit, but it can not be sold over the counter to private consumers at a price exceeding that established by the commission. Since no dealer is willing to sell it at a loss, it is not possible for it to reach housekeepers, who would prove very willing customers.

[Sydney Morning Herald, July 7.]

Butter Famine—Position Unimproved.

There is no improvement in the position of the butter market. There are no available stocks in cold storage, and the output on the north and south coasts is sufficient to fill only 50 per cent of the normal requirements.

Housewives on applying to the local grocer for supplies are politely told that butter is unobtainable, but that "the day after to-morrow" madam's wants might be attended to to the extent of a quarter of a pound.

Naturally manufacturers are feeling the scarcity very severely, and the trade in butter substitutes is flourishing. Lard is meeting with a phenomenal demand, and holders in Sussex Street are finding no difficulty in disposing of the best brands at up to 1s. (24½ cents) per pound. The margarin trade has also received a filip, and so great is the inquiry that in some instances orders have to be held over from day to day. The best margarin is bringing from 11½d. to 1s. (23 to 24½ cents) per pound.

Fairly large quantities of American and New Zealand butter have been imported into Sydney, but this produce can not be sold to the retail trade, although Mr. Hall has granted permission to the im-

porters to sell to manufacturers and hospitals so long as the profits secured on the transactions are legitimate. Locally produced butter must be sold at the proclaimed price of $1\frac{1}{4}$ ($32\frac{1}{2}$ cents) per pound, but those merchants who hold American butter can not afford to sell it under $1\frac{1}{10}$ ($45\frac{1}{2}$ cents) per pound. Further shipments are now on the water from America, but, owing to advancing f. o. b. values, it is doubtful if any more New Zealand butter will make its way to this market. Quotations received yesterday from Auckland indicated that the best price at which choice butter could be bought was $\frac{1}{8}$ ($40\frac{1}{2}$ cents) per pound f. o. b., which would mean about $1\frac{1}{11}$ ($47\frac{1}{2}$ cents), duty paid, Sydney.

BRITISH REEXPORTS FOR HALF YEAR.

Because of typographical errors in the table of exports of foreign and colonial merchandise from the United Kingdom for the six months ended June 30, 1914 and 1915, when it first appeared in COMMERCE REPORTS (issue of Aug. 3, p. 573), the figures, corrected, are repeated below:

Articles.	First 6 months—		Articles.	First 6 months—	
	1914	1915		1914	1915
Wheat flour.....cwt..	111,999	300,896	Cotton.....centals..	1,355,067	2,001,480
Corn.....do.....	369,375	2,539,784	Sweden.....do.....	18,642	142,542
Rice: to Cuba.....do..	475,928	857,633	Netherlands.....do..	17,785	259,628
Apples.....do.....	35,843	82,264	Wool, sheep's or lamb's,		
Lard.....do.....	111,596	116,264	lbs.....	243,262,673	60,344,787
Coconut oil, refined..do..	2,976	27,538	Netherlands.....lbs..	5,270,579	568,847
Cottonseed oil.....tons.	199	7,520	United States.....do..	64,826,546	40,354,250
Cinnamon.....lbs.....	220,025	729,912	Unrefined coconut oil,		
Pepper.....do.....	3,948,110	10,566,578	cwt.....	7,375	79,665
Other spices (except ginger)	2,635,573	5,256,953	Petroleum.....galls..	1,710,633	7,654,071
Onions.....bush.....	278,799	375,125	Lamp oils.....do.....	236,840	2,955,458
Cocoa, raw.....lbs.....	8,138,528	27,695,835	Motor spirit.....do.....	116,499	3,048,145
Coffee.....cwt.....	240,250	420,439	Lubricating oils.....do..	515,262	1,177,933
Sweden.....do.....	11,195	24,714	Rosin.....cwt.....	54,162	193,005
Netherlands.....do..	87,159	289,179	Bristles.....lbs.....	1070,585	1,299,707
Tea.....lbs.....	26,561,765	29,066,213	Rubber.....centals..	654,987	800,694
Tobacco:					
Raw.....do.....	2,000,047	4,804,380			
Manufactured.....do...	191,725	406,426			

NEW CANADIAN RECORD FOR DAIRY COW.

[Consul General R. E. Mansfield, Vancouver, British Columbia, July 27.]

All records made by Canadian cows of any breed or of any age for the annual production of butter fat have been broken by a 3-year old Holstein cow, bred and owned by J. H. Steves, of Steveston, British Columbia, a prominent Holstein breeder of the Province. Her yield amounted to 938.93 pounds of fat, with 24,149.3 pounds of milk. But for the recent sensational record of the Holstein junior 3-year-old Fenderne, Holingen Fayne, which secured the world's championship with 1,116.5 pounds of butter fat, the world's junior record would be led by this British Columbia cow. This Canadian championship already held the Holstein register of merit records for butter-fat production in 7 and 30 days, respectively, as a 2-year old stood third for yearly production in the Canadian record of performance with 664 pounds of butter fat.

BOHEMIA EXTENSIVE USER OF SILK KNIT GOODS.

[Consul Charles L. Hoover, Prague, Bohemia, Austria.]

As a market for articles of luxury, Prague furnishes a field perhaps about equal to that which would be found in the average city of 50,000 or 60,000 inhabitants in the United States, but as it is also the center and logical distributing point of the rich Kingdom of Bohemia, the importance to American exporters of establishing connections here is much greater than it would be if the market were limited to the city itself. The great health resorts, Carlsbad, Marienbad, and Franzensbad, which are visited by thousands of wealthy persons each summer in ordinary years, are only a short distance from Prague and are tributary to it commercially. There is a very large retail trade in silk knit goods in these places, especially hosiery, but the trade suffers from the poor quality of the goods sold. A pair of men's socks costing \$2 rarely survives one day's wear. Women's hosiery is defective in that the longitudinal threads break and pull out.

Increased Sales of Silk Underclothing.

The use of silk underwear is confined to the very rich in ordinary times, but it has been discovered that the vermin which always appear when large bodies of men are assembled under conditions where cleanliness is impossible will not live in silk underclothing. As it has been ascertained that these vermin carry the germs of the dreaded spotted fever, the sale of silk underclothing has greatly increased recently.

The colors most in demand in men's underwear are "champagne" or light pongee color (known locally as macco, probably from Macao, from which pongee was originally brought), lavender, and rose. Both full length and knee drawers are in demand. "Coat" shirts are not well known, but are well liked by those who have used them. Regular undershirts are similar in form to those used in America.

Few women's silk undervests are used, and there is no demand for union suits. It is said that women's undergarments consist of a muslin or silk chemise. The upper part of the body is kept warm by knitted outer jackets worn under the cloth coat, or by fur coats, while the lower limbs are clothed next to the skin in a garment called "Reform Hosen," which reaches from the waistline to the knees, and is held in place by elastic bands at these points. This combination of underclothing is said to be quite general throughout Europe, so that exporters, in arranging for this market, will not be preparing anything which would not be salable elsewhere.

Prevailing Colors in Silk Goods.

Men's silk socks are sold almost exclusively in solid colors, usually black with decorative clocks. Women's stockings are sold in all colors to match different costumes. Silk gloves are worn to a certain extent by both men and women, but owing to the low price of leather gloves the demand is not very great. Men's silk gloves, generally gray in color, are usually sold for about a dollar. Women's short gloves, of all colors, to match costumes, sell for the same price, while long white gloves for evening wear sell for \$1.50 to \$2 per pair. All silk knit goods sold in this market have been imported in

the past from Grenoble, France; Chemnitz, Germany; and Zurich, Switzerland.

Terms of payment vary greatly, but as a general rule a discount of 5 per cent is allowed for cash within 30 days, with six to nine months net. Under the present moratorium the custom is to pay cash on delivery of the goods, and merchants report that they are so well pleased with the arrangement that it is probable the old system of long credits will never again become general.

MINIATURE PHONOGRAPHIC RECORDS.

[Consul Wilbur T. Gracey, Seville, Spain, July 7.]

There has recently come to my notice small phonographic flat disk records, for use on Victor machines, known as the "Little Wonder" records, which I understand are being sold for 10 cents each in the large department stores in the United States.

As there are many users of phonographs here, and the large records are the only ones seen, there appears to be an especially good opportunity for introducing this class of record.

The low price would undoubtedly appeal to the Spanish public, and as the high cost of records here is principally due to their heavy weight—and the large import duty makes their importation difficult—there would appear to be a special call for this class of record, which is small, cheap, and light in weight. The import duty on this class of goods from the United States is 7 pesetas (\$1.35) per kilo (2.2046 pounds).

If catalogues with lowest terms and discounts are sent to this office they will be shown to an interested party who has made inquiries. Prices should be given f. o. b. New York, and inquiries should be made as to the possibility of sending small parcels to a London address by parcel post, with the intention of having them reshipped from there to Spain by parcel-post system recently arranged.

The party here is also interested in cheap phonographs for the "wonder" records and books for filing the records.

MILLION-BALE MANILA HEMP CROP.

[Manila Daily Bulletin, July 1.]

That the Philippine Islands will produce approximately 40,000 more bales of hemp (abaca) this year than they did in 1914, when 967,000 bales were produced, is the estimate just made by Fiber Expert Saleeby, of the Bureau of Agriculture. Production estimates show total of 1,030,000 bales, divided as follows: Albay, 230,000; Leyte, 260,000; Sorsogon, 135,000; Camarines, 115,000; Samar and northern Mindanao, 95,000 each; south Mindanao, 40,000; all other Provinces, 60,000. These figures include only new gradings up to December 31.

It appears, however, that the prices prevailing on account of the war are lower than usual, the result being that in spite of the increased yield the prices received will net some \$2,500,000 less than it ordinarily would.

BOTTLING PASTEURIZED MILK HOT.

That the process of pasteurizing milk in bulk and then bottling it while hot in hot steamed bottles produces as satisfactory bacterial reduction as pasteurizing the milk in bottles is one of the conclusions of a recent investigation of the Department of Agriculture. The investigators found that the new process eliminated the danger of bottle infection and had the further advantages of saving the loss in milk caused by evaporation over the cooler and of allowing the use of ordinary cardboard caps.

Satisfactory bacterial reductions, it was found, were obtained when the milk was pasteurized in bottles, holding it at a temperature of 145° for 30 minutes. It was also found, however, that there was a great difference in the temperature of the milk at the top of the bottle and at the bottom. If milk at 50° F. is put into bottles surrounded by water at 146° F., the milk in the top of the bottle will reach 140° about 9 minutes before that in the bottom. It is desirable, therefore, to have a thermometer in one bottle with the bulb about one-half inch from the bottom.

The bottles used in this process should also be steamed for at least two minutes before being filled with milk, in order to destroy organisms which might be able to survive the pasteurizing temperature.

The great disadvantage in this process of pasteurizing in bottles is said to be the danger that bottles with chipped or otherwise imperfect tops may permit of leaks while the milk is being heated and cooled under water. Such leaks may cause dangerous infections, as the water may easily be contaminated. In a report of the investigation published as a professional paper (No. 240) of the United States Department of Agriculture a test with barium chlorid to determine whether or not the cap is perfectly water-tight is described. The necessity of water-tight caps, however, is done away with when the milk is pasteurized in bulk and bottled when still hot. The laboratory experiments conducted by the investigators indicate that milk bottled in this way may be capped with ordinary cardboard caps and cooled by a blast of cold air. If the temperature is reduced from 145° to 45° F. within five hours, it is probable that no more bacterial increase will take place than if it is cooled immediately. Future experiments, it is stated, however, will be necessary to determine whether this will hold true under commercial conditions.

JAPANESE CHAMBER OF COMMERCE AT DAIREN.

[Consul A. A. Williamson, Dairen, Manchuria, June 12.]

The committee appointed to draft articles of association of the new Japanese Chamber of Commerce for Dairen has completed its work and reported. The articles provide that the organization shall investigate and plan ways and means of developing trade and industry; submit views on trade and industry to the authorities; recommend judges, appraisers, and expert witnesses to pass opinions on trade and industrial matters according to the orders of the Government or at the request of commercial and industrial firms; and the establishment and management of institutions, works, etc., concerning trade and industry, subject to the approval of the authorities.

GOOD WHEAT CROP IN SPAIN.

[Consul Robertson Honey, Madrid, July 16.]

In spite of the damage recently done to the growing wheat in Spain the Government takes an optimistic view of the situation, and the Minister of Finance this day publishes in the *Gaceta de Madrid* (official organ of the Government) an estimate that the crop for 1915 will be 3,923,382 metric tons (about 4,324,787 short tons). This, he states, is 525,674 metric tons (about 579,957 short tons) in excess of the average annual crop during the past five years and is 763,934 metric tons (about 842,093 short tons) in excess of the 1914 crop. The average price in the Province of Castile during the month of June, 1915, was 36.29 pesetas per 100 kilos (about \$66 per short ton). During the first week of July this dropped to 35.84 pesetas (about \$65.20 per short ton).

From the above figures the Government estimates that Spain can supply not only all its own needs, but that the country will be able to export some 375,000 tons of wheat during the year. In view of this the usual tax of 2 pesetas per 100 kilos (\$3.50 per short ton) of wheat and 5 pesetas per 100 kilos (\$8.75 per short ton) of flour have been restored. The transport tax has also been restored. It will be remembered that both the above import duties and the transport tax were suspended a short while ago.

The press of Madrid, commenting on the above figures, is not unanimous in sharing the optimism.

Spanish Imports of American Wheat.

The *Gaceta de Madrid* states that during the month of May, 1915, Spain imported 52,100 short tons of wheat, 23,296 tons being from the United States. During the first five months of 1915 Spain imported 97,743 short tons, valued at 19,507,642 pesetas, from the United States. During these five months the total declared value of imported wheat from all sources was 28,497,358 pesetas (peseta = about \$0.20); thus the United States supplied 68 per cent (in value) of Spain's importation of wheat.

EXHIBITION OF AUSTRIAN DOMESTIC MANUFACTURES.

[Consul General Albert Halstead, Vienna, July 15.]

Notwithstanding the preoccupation of Austria because of war operations, careful attention is being paid to the promotion of Austrian industries.

The Exports and Exhibitions Association is planning an exhibition of homemade products so as to show what goods previously imported from countries with which Austria is at war may be obtained in the domestic market. The idea is to show the quality and low price of domestic manufactures as compared with products from hostile countries and to thus popularize them and promote their sale.

The effect of such an exhibition, though such is not the purpose, must necessarily be to replace with domestic products some of those from foreign countries that are friendly.

Silk hosiery becomes increasingly popular. American factories turned out 150,000 pairs in 1899, 5,213,000 pairs in 1909, and still larger quantities now.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Typewriters, pocket lamps, razors, etc., No. 17796.—An American consular officer in Siberia is in receipt of a communication from a commission agent in his district stating the man desires to represent American manufacturers of typewriters, gramophones, electric hand and pocket lamps, table and wall lighters, hair clippers, ordinary and safety razors, pocket knives, etc. Catalogues, price lists, and full information should be sent at once. Correspondence should be in the Russian language. Freight rates from American ports to Vladivostok should be indicated.

Glass, paints, iron and steel products, etc., No. 17797.—An American consular officer in Greece has transmitted a report relative to a market for the sale of glass, paints and colors, iron bars, T bars, sheets, pig iron, wire, piping, etc. A copy of his report, together with specifications, etc., may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

Sewing needles, No. 17798.—An American consular officer in China has transmitted a detailed report relative to an opportunity for the sale of sewing needles. Samples of the needles may be examined at the Bureau or its branch offices.

Tacks, furniture hardware, buttons, etc., No. 17799.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a Spanish consular officer in the United States stating that a firm in his country desires to secure the agency for American manufacturers of tacks similar to the sample, which may be examined at the Bureau or its branch offices, furniture hardware, buttons, thread, wool (raw or dyed), notions, etc. The man also desires to communicate with American importers of rabbit skins, sardines, chloride of lime, carbolic acid, etc. Correspondence may be in English. The man states that he can furnish financial references.

Cheap jewelry, eyeglasses, etc., No. 17800.—An American consular officer in Turkey reports that a business man in his district desires to purchase eyeglasses, frames for same, and cheap jewelry.

Ammonium sulphate, No. 17801.—A dealer in chemicals in an insular possession informs an American consular officer that he desires to correspond with American producers of sulphate of ammonium. He states that he is now paying \$75 per ton for this material, f. o. b. shipping point.

Cutlery, horsehair, jewelry, etc., No. 17802.—An American consular officer in Italy reports that a business man in his district desires to represent American manufacturers of furs, gloves, cutlery, horsehair, laces, chemicals, and carpets, etc. References are given.

Tanning machinery, No. 17803.—A young man in Uruguay, who claims to have had considerable experience in the tanning business, informs an American consular officer that he desires to purchase machinery for a plant for tanning sheepskins. Prices should be quoted c. i. f. destination. The man also stated that there is a good market in that country for tanning extracts. He states that he will furnish references.

Cardboard, No. 17804.—An American consular officer in France writes that a broker in his district desires to establish commercial relations with American manufacturers of cardboard for sugar boxes. Samples of the type of product desired may be examined at the Bureau or its branch offices. He states that type No. 1 is preferred. He states that if prices are satisfactory he will place an initial order for 50 metric tons to be delivered in 10-ton shipments. Quotations should be made c. i. f. destination, or f. o. b. New York. He desires to know what commission will be offered. Correspondence may be in English. Payment will be made in the United States.

Fancy buttons, No. 17805.—A manufacturers' agent in Canada has requested an American consular officer to supply the names and addresses of American manufacturers and exporters of fancy buttons for women's suits and coats. Reference is given.

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SWEDISH-RUSSIAN BANK.

[Chargé d'Affaires Jefferson Caffery, Stockholm, July 10.]

A Swedish-Russian Asiatic Co. has been founded upon the initiative of the New Bank, with headquarters in Stockholm. It will conduct an exporting and importing business and at the same time begin various industrial undertakings in the Czar's domain.

SPANISH ORDER FOR AUTO SUPPLIES.

[Consul Paul H. Foster, Jerez de la Frontera, July 3.]

A small order for automobile supplies and tires has been placed in the United States by a business man of this city as a result of his attention being called to advertising matter sent to this consulate.

The direct importations to this point are practically nil, such American products as find their way here being obtained through jobbing and importing firms in Madrid, Barcelona, and other large cities.

THE AMERICAN DOLLAR IN SPAIN.

[Consul Paul H. Foster, Jerez de la Frontera, July 3.]

Through the efforts of this consulate the local newspapers now publish in their daily exchange quotations the exchange on American dollars as well as British pounds sterling and francs. As, at the present time, dollars produce more pesetas in proportion than either pounds or francs, several of the local wine shippers are beginning to quote in that medium. As a means of standardizing the dollar as a medium of exchange it appears to be useful.

Imports of peanuts at Hull, England, in the first six months of 1915 amounted to 6,718½ tons and imports of palm oil to 2,327 tons, Consul Charles M. Hathaway, jr., reports, supplementing his statement on the Hull oil and seed trade, published in COMMERCE REPORTS on July 29, 1915.

IMPORTED GOODS COST MORE IN AUSTRALIA.

The Sydney Morning Herald, of July 6, quotes advanced prices in various commodities in which American exporters are interested:

Yesterday there was an advance of £2 (\$9.75) a ton in wholesale quotations for galvanized iron. First brands of 26-gauge corrugated sold at £32 5s. (\$156.95), second brands at £31 15s. (\$154.50), and third brands at £31 5s. (\$152.10) a ton. Plain 24-gauge iron commanded £31 10s. (\$153.25). Sheet lead was also dearer. Full rolls were worth £31 10s. (\$153.25) a ton, while for cut rolls 32s. 6d. (\$7.90) per hundredweight was wanted. Lead pipes in coils brought 37s. (\$9) per hundredweight, but for 10-foot lengths 39s. (\$9.50) was demanded. Stocks of zinc sheet were extremely light, and holders refused to do business under £95 (\$462). Cement was in small supply; 3-bag lots of Australian manufacture cleared at 14s. 6d. (\$3.55). The market was practically bare of English cement, but continental brands were offered at 25s. (\$6.10) a cask.

Jute fabrics were strongly held. August shipments of corn sacks were bought to 8s. 7½d. (\$2.10) net to rails, although September shipment was to be had at 8s. 6d. (\$2.05) net. Spot stocks were also available at 8s. 6d. (\$2.05) net. Bran bags were quiet at 7s. 3d. (\$1.75) net and wool packs at from 3s. 3d. (\$0.79) to 3s. 4d. (\$0.81) net to rails.

The oil and paint market was active and values were maintained. Red lead met with a fair inquiry at from £43 (\$219) to £45 10s. (\$221.40) a ton. White lead also attracted attention, and a brisk business was done in parcels of first brands, in hundredweight (112 pounds) kegs, at £46 10s. (\$226.30) a ton. Second brands moved out at from £44 (\$214) to £44 10s. (\$216.55) a ton. The position of linseed oil was not quite so strong as it was on Friday, and many merchants were prepared to accept orders for first brands of raw oils at 4s. 4d. (\$1.05) a gallon.

The midwinter trade in groceries has shown marked activity, despite the shortage in many leading lines. The position of sugar is becoming more acute, and from present indications the greatest difficulty will be experienced in obtaining even minimum quantities. A big advance in price is looked for, but is doubtful if this advance will assure better supplies. At present wholesale houses can fill orders only at the discretion of the Colonial Sugar Refining Co. Supplies of condensed milk are coming to hand very slowly, but an improvement is expected in the near future, as it is known that large shipments are on the way to Australia. Great disappointment has been expressed at the tardy way orders are being filled, but merchants are doing their best under the trying circumstances. Wax vestas are still in short supply, and the quantities supplied are not so large as the orders received. Safety matches have declined in price, and at to-day's quotation many think there is room for a further drop. All grades of currants are practically out of first hands. Unless cleaned Amallas can be imported, disappointment will be experienced in filling orders for the Christmas trade.

ECONOMY IN FUEL AT TEXAS SULPHUR MINE.

An interesting experiment is now under way at the sulphur-mining plant at Bryan Heights, near Freeport, at the mouth of the Brazos River in Texas. The purpose, as mentioned in a recent publication of the Geological Survey on "Sulphur, Pyrite, and Sulphuric Acid," is to effect a large economy in the heating of mine water. Starting with the fact that the normal temperature of the ground water in the geological formation is 105° F. at all seasons of the year, it is proposed to substitute this for the water now delivered to the plant for heating, the temperature of the latter varying with the season from 40° to 90° F. The raising of the latter water to a temperature of 336° F. from 40° F. obviously consumes much more fuel than to raise it from 105°, and advantage will be taken of this. The ground water, however, contains scale-forming substances, and special equipment has been designed to prevent the precipitation of this scale within the heaters or piping.

AMERICANS BUILD SHANGHAI EGG PLANT.

[Consul General Thomas Sammons, Shanghai, June 23.]

The Amos Bird Co., with head offices at Boston, Mass., a Connecticut corporation, is building a cold-storage warehouse in Shanghai. The building is three stories high, with a large basement, about 125 feet long and 60 feet wide. In addition to this main structure there are two smaller buildings, one 30 by 60 feet, the other 30 by 40. The latter is the refrigerating-machinery room, to contain two 50-ton refrigerating ammonia compression machines. Work was begun April 28, 1915, and it is contemplated that all work be completed by the middle of August.

All machinery required in the plant was purchased in the United States and has been on the premises for some time. It is now being erected, and will be completed by the time the building is done.

The building is of massive construction, having walls of brick, in accordance with the local building laws, with heavy, slow-burning interior work, the whole resting on a reinforced concrete raft extending some distance beyond the building walls. The insulation is of the very best, and all interior surfaces are protected with wire lath and plaster, making a highly sanitary as well as fire-resisting construction. Every possible care is exercised toward sanitary conditions and construction, the whole being in line with the most modern practice in the United States and in conformity with the practice of the United States Bureau of Animal Industry.

All arrangements for getting supplies of material, converting it into the product and transporting it have been completed, and just as soon as the plant is in working condition production will proceed at full capacity. The products of the plant will be dried and frozen eggs.

[Lists of Shanghai exporters of eggs, soap factories, silk filature companies, and paper mills in China may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

MOTION-PICTURE THEATERS ON VANCOUVER ISLAND.

[Vice Consul R. M. Newcomb, Victoria, British Columbia, Canada, July 22.]

The motion-picture theater is as popular on Vancouver Island as it is in American cities. There are 16 motion-picture theaters in this consular district—11 in the city of Victoria (which has a population of about 50,000), 3 in Nanaimo (with a population of perhaps 9,000), and Duncan and Ladysmith each have one theater.

Business in general is much depressed in this district, due to overstimulation of values during a recent real-estate boom and to the bad effects of the present war. The motion-picture business has had to share in this depression, and some theaters have found it difficult to remain open. In many cases prices have been reduced one-half.

The films used are American-made and are purchased through Vancouver exchanges. There are two high-class theaters, which change their films twice a week. The other motion-picture theaters are of the 5-cents admission class. There has been an attempt by one of the local theaters to produce films, but so far the result has been unfavorable.

PRESENT AND PROPOSED INDUSTRIES OF CORDOBA, SPAIN.

[Consul Wilbur T. Gracey, Seville.]

The Province of Cordoba, Spain, an inland section through which the Guadalquivir River passes, has a population of 455,859, and covers an area of 5,299 square miles. There are 463 miles of road, 257 miles of railway, 9 cities, 65 towns, and 64 villages.

Cordoba is principally an agricultural State, and produces large quantities of olives, from which olive oil and green sulphur oil are manufactured, grapes, and wheat. Second in importance comes the mining industry, and following that the manufacture of aguardiente, silverwork, cotton fabrics, and some baize.

The State produces corn, chickpeas, figs, melons, various kinds of wood, honey, wax, cattle of all descriptions, and horses, which have the reputation of being the best in Spain. There is considerable game, such as rabbits, pheasants, pigeons, deer, and wild boars, and fish abound in the numerous streams.

There are manufactories of hats, soap, wax, electricity, sweets, cattle products, malted products, chocolate, iron, lead, essences, perfumes, waterproofs, metallic cloths, mineral oils, toys, notions, paper, flour, wines, liquors, ribbons, cloths of all kinds, lime, bricks, tiles, and many other products.

Exportation of Live Stock Principal Business.

The principal business of the Province is the exportation of its live stock, especially horses, the sale of silver objects, skins, ribbons, shoes, thread, furniture, soap, rope, wines, oils, aguardiente, fruits, fertilizers, candies, fruit pastes, etc.

Amounts of the most important products exported per annum are, according to recent figures: Olive oil, 15,000 tons, valued at approximately \$3,281,000; green sulphur oil, 3,000 tons, \$386,000; minerals, 400,000 tons, \$1,544,000; aguardiente, 3,000 tons, \$1,158,000; textiles, 500 tons, \$289,500.

As most of the industries are agricultural, the raw materials are found in the Province, with the exception of the alcohol used in the manufacture of aguardiente and cotton for the textile factories. The former is supplied by the Spanish Alcohol Union, the quantity used being approximately 3,000 tons per annum, while the cotton comes principally from the Barcelona mills, to the amount of approximately 500 tons.

For enamel goods, iron plates are secured from England to the amount of about 400 tons per annum, valued at about \$38,600, and chemical products valued at \$23,125, heretofore almost entirely from Germany.

Cordoba also imports either from other Provinces or from abroad, principally the former, groceries, rice, salt fish, manufactured goods, machinery, etc.

Chief Purchasers of Cordoba Goods.

Olive oil is exported to the United States, Italy, France, Russia, Germany, Sweden, and Norway. Green sulphur oil usually remains on the national markets, but is exported in small quantities to the United States. Minerals go to England, France, and Belgium.

Wines to the United States and England. Aguardiente and textiles remain for the most part in the Andalusian markets. The mining interests are somewhat limited.

The merchants state that their olive oils suffer competition with the products of France and Italy, but that the strength and quality is such that the Andalusian oils are popular. The wines come into competition with the blended wines of Jerez (generally known as "sherry"), although some people prefer the unmixed Cordoba products.

The enamel industry is said to have been passing through a critical period, because of the competition of the factories of France, Belgium, Italy, Austria, and Germany, especially the last two countries, because of the export premiums with which those Governments were said to favor the manufacturers. It is stated that exportation of these products from Cordoba has been impossible because of the lack of official support and satisfactory land and marine transportation.

In the opinion of the Board of Trade of Cordoba, according to a recent trade publication (*Revista Comercial*), a commercial campaign should be inaugurated in the various markets of Morocco, a movement which the Spanish-Moroccan Commercial Unions and the Board of Commerce of Melilla have it is said been earnestly soliciting for some time. It is also suggested that this market should be extended to the South American countries.

According to the board of the Society of Enameled Utensils and Products Companies, the least that the Government should do for this important industry would be to lift the import taxes on the raw materials or return the import duties on the reexportation of the manufactured articles, and this system of drawbacks has already been suggested, though no action has been taken as yet so far as known.

Proposed Improvement in Transportation.

There are several projects for railway extension within the State, the most important of which is the suggested line from Madrid to Cordoba via Puertollano, which will shorten the present route by more than 70 miles. Agitation for the construction of this line has been carried on by the Chamber of Commerce of Cordoba for some time, as it is felt that this would give the mining industry improved transportation facilities and at the same time give better facilities for the Spanish trade with the African markets.

Banking Facilities Now Somewhat Limited.

The banking facilities at Cordoba are now somewhat limited, being those given by the Bank of Spain to responsible firms only, but the conditions have been improved through the efforts of the president of the Chamber of Commerce so that the bank now discounts paper at 60 days sight. Before the outbreak of war only 8-days-sight drafts were accepted. The private banks do business under more than ample guaranties.

It is believed that the Bank of Spain could agree to make reimbursements in cases of goods exported abroad by means of its branches in France and England, especially the London branch,

where, as a general rule, export operations are liquidated not only of the United Kingdom, but also of the British colonies, North America, and parts of South America.

Business Men Favor New Industries.

It is believed by the chamber of commerce to be feasible to develop new foundries, in addition to those now in existence and owned by the Sociedad Minera y Metalurgica de Peñarroya, the only concern now operating in this Province. New flour factories, it is proposed, might be installed to meet the production of wheat in the Province. The hide and skin industry could be enlarged, and the ancient silk industry could be developed.

The importation of foreign goods into Cordoba is carried on almost entirely through the port of Seville, and exporters anticipating business with Cordoba should make their business connections with this port. The principal line in which Americans could find a market in Cordoba would be in agricultural, milling, and electrical machinery, pumps, road-making machinery, etc., which could probably be most advantageously handled through Seville, unless firms could send their traveling agents here to visit the Province and make sales direct.

[This report is part of a series, the first of which appeared in **COMMERCE REPORTS** of Mar. 4, 1915, and the second in **COMMERCE REPORTS** of July 29.]

AMERICAN MACHINERY ON AUSTRALIAN FARMS.

[Sydney Morning Herald, July 6.]

Asked in the New South Wales Legislative Assembly by Mr. Fitzpatrick regarding wheat-growing operations on the Government experimental farms at Woodlands and Trangie, the Minister for Agriculture, Mr. Grahame, gave the following details:

So far 11,000 acres have been sown at Woodlands; the total area cleared, 27,000 acres; total area plowed, 12,000 acres; the total expenditure to date, £35,773 9s. 6d. (\$174,092). The cost of clearing was approximately 8s. per acre. Cost of plowing and sowing can not be stated until these operations shall have been completed. Amounts expended are: Machinery, plows, etc., £10,314 17s. (\$50,197); horse stock (approximately), £5,000 (\$24,300). No buildings have been completed. Two large sheds are now in course of erection. From experience it has been found that the only satisfactory engine for traction purposes on the class of country at Woodlands is one which possesses the caterpillar movement—that is to say, an engine that does not possess a round wheel. Consequently, five Holt caterpillar tractors had to be obtained from America. In addition to this three English-made steam engines are at work on the area. The plows are all Australian made. The majority of the drills and other implements are also of Australian manufacture. Of 26 drills purchased there are 11 of American manufacture. All other machinery and implements are of Australian manufacture. Mr. Donald Cameron is superintendent at Woodlands, with a salary of £6 (\$29) per week.

At Trangie 1,500 acres have been sown, 2,300 acres have been cleared, and nearly the whole of this has been plowed by now. In addition, over 6,000 acres were lightly cleared, and some of the dead timber picked up and burnt. The approximate cost of clearing the 2,300 acres was from 17s. (\$4.14) to £1 (\$4.87) per acre, but it must be understood that this was thoroughly cleared, whereas Woodlands area was Yankee-grubbed. The cost of plowing can be supplied at a later date. Total expenditure to date, £11,234 6s. 7d. (\$54,672), including machinery, plows, etc., £1,641 18s. 4d. (\$7,990); horse stock, approximately, £400 (\$1,945). Only building that has been erected is a shed costing £97 19s. 4d. (\$477). All machinery on the Trangie area now is of Australian manufacture. Mr. J. A. Graham is assistant superintendent, at £4 (\$19.47) per week.

CENTRAL CANADA EXHIBITION.

[Consul O. Gaylord Marsh, detailed as vice consul at Ottawa; dated July 27.]

The Central Canada Exhibition will be held in Ottawa, Canada, on September 10 to 18, 1915. This fair is intended primarily for the exhibition of agricultural, horticultural, dairy, domestic science, and manufactured products, and live stock. Arrangements will be made with the customs authorities for the free entry of foreign exhibits, the exhibition buildings being constituted customs warehouses for that purpose. Forms for entering exhibits and information as to fees, reservations, prizes, etc., may be obtained from the manager and secretary, Mr. E. McMahon, 26 Sparks Street, Ottawa, Ontario.

A large attendance is expected at this exhibition. The paid admissions to the exhibition of 1914, in spite of conditions occasioned by the European war, numbered about 100,000. Arrangements have been made for special excursions from all parts of the Dominion and from the northern part of the United States. American tourists who may contemplate visiting the exhibition will find ample and very satisfactory hotel accommodations in Ottawa.

The following is a list of other fairs to be held throughout Canada during the coming fall with the name of the secretary of each:

Location.	Date.	Secretary.
Valleyfield, Quebec	Aug. 17-20	Dr. S. W. Laroch.
Toronto, Ontario	Aug. 23-Sept. 13	P. W. Rogers.
Sherbrooke, Quebec	Sept. 4-11	H. B. Miller.
Shawville, Quebec	Sept. 8-10	R. W. Hodgins.
London, Ontario	Sept. 10-18	A. M. Hunt.
Merrickville, Ontario	Sept. 16-17	J. Johnson.
Ste. Scholastique, Quebec	Sept. 20-23	Jos. Fortier.
Renfrew, Ontario	Sept. 22-24	W. E. Smallfield.
Paris, Ontario	Sept. 23-24	H. C. O'Neill.
Lindsay, Ontario	Sept. 22-25	James Keith.
New Westminster, British Columbia	Sept. 28-Oct. 1	D. E. MacKenzie.

PACKING LESSON NOT YET LEARNED.

[Consul General Thomas Sammons, Shanghai, China, May 20.]

So much has been written on the subject of packing that it would seem unnecessary to again refer to it, but the following letter, addressed to the American consul general at Shanghai and written by one of the best posted men in the Far East, is so pertinent that it is inserted in order to emphasize the necessity of paying attention to proper packing:

I gave * * *, of San Francisco, a large order last year and the packing was execrable. They shipped bottled jams and extracts as they might perhaps have done for Oakland, and when the stuff arrived here in fragments I could get no satisfaction out of them. Naturally I am not repeating the order.

When I have been on furlough in America and manufacturers or wholesalers have asked me what openings there might be in China for their goods I have always replied bluntly: "Not any, unless you are prepared to consider the requirements of the market and pack for long-distance transportation, as European dealers do."

Last winter I placed two orders of the same value for rose plants, one with a nurseryman in Ohio and another in England. The American plants were simply tossed into a flimsy pasteboard box with a little loose moss, so that the box arrived all crushed and the roses as dry and dead as the bones of an early Christian martyr. The English roots were tightly wrapped in moss, then in cotton, and finally in a gunny bag. It took them longer to reach me, but all were alive.

NEW ZEALAND'S TOBACCO IMPORTS GROWING.

[Consul General Alfred A. Winslow, Auckland, New Zealand, June 9.]

Tobacco is not successfully grown in New Zealand, but is in general use, and the imports are increasing. Figures for the five calendar years ending with December 31, 1913, giving imports from individual countries in pounds weight, are:

Classes and years.	Australia.	Germany.	United Kingdom.	United States.	Total for year.
Unmanufactured:					
1909	3,216	179	.....	12,106	15,501
1910	2,170	.....	9,092	7,599	18,771
1911	3,415	550	9,622	7,599	28,512
1912	2,087	450	3,913	13,599	19,843
1913	698	437	2,691	16,757	20,883
Manufactured:					
1909	1,119,284	.....	464,686	513,064	2,099,942
1910	1,158,040	500	686,654	559,207	2,407,545
1911	1,077,290	80	711,923	421,321	2,213,429
1912	1,159,328	.....	610,267	708,653	2,481,235
1913	994,331	6	488,092	692,416	2,177,715
Cigars:					
1909	14,835	3,320	7,208	5,019	48,122
1910	12,857	3,562	7,401	5,070	44,029
1911	16,518	4,137	10,597	7,332	53,676
1912	14,220	5,913	13,347	6,833	63,618
1913	8,112	5,159	15,566	5,900	61,385
Cigarettes:					
1909	1,439	5	301,958	64,643	309,399
1910	854	.....	418,825	78,268	500,183
1911	2,977	.....	474,159	12,263	490,095
1912	5,642	.....	531,780	29,541	567,379
1913	1,063	22	563,368	21,018	586,721
Snuff:					
1909 .....	.....	.....	1,280	.....	1,280
1910 .....	.....	.....	1,350	.....	1,350
1911 .....	.....	.....	1,200	.....	1,200
1912 .....	.....	.....	800	3	803
1913 .....	.....	.....	1,360	.....	1,360

It seems clear on investigation that most of the tobacco in different forms imported into this country from the United Kingdom and Australia is of American growth, notwithstanding the fact that some fair tobacco is grown in Australia. Fully 90 per cent of the tobacco is smoked, and a very large portion of this is smoked in pipes—65 per cent or more. The smoking tobacco is put up principally in tins, a little in cloth bags, and more in paper pouches for the country trade.

Few Cigars or Cigarettes Manufactured.

There are but few cigars or cigarettes manufactured in New Zealand, but some cigarettes are rolled here by the smokers. It might pay to import the leaf tobacco and manufacture here, for the duty is lower on leaf tobacco and there are no preferential duties on tobacco, etc. The duties are: Item 32, cigarettes, not exceeding in weight 2½ pounds, per 1,000, \$4.26 the 1,000; item 33, cigarettes, not otherwise enumerated, \$1.70 the pound; item 34, cigars, including the weight of every band, wrapper, or attachment to any cigar, \$1.70 the pound; item 35, snuff, \$1.70 the pound; item 36, tobacco, including the weight of every label, tag, or other attachment, 85 cents the pound; item 37, tobacco, unmanufactured, entered to be manufactured in New Zealand in any licensed factory, for manufacturing purposes only, into tobacco, cigars, cigarettes, or snuff, 49 cents the pound.

There is an excise duty on tobacco in its different forms in New Zealand, as follows: Item 495, tobacco, 24.3 cents per pound; item 496, cigars and snuff, 36.5 cents per pound; item 497, cigarettes—if

manufactured by machinery, 61 cents per pound; if made by hand, 24.3 cents per pound.

There is an exceedingly friendly feeling toward American tobacco in this country, and for the Virginia brand, especially in Auckland and vicinity. Competition is close, but the business is growing, and now is an opportune time to push for more of this trade direct.

[Lists of the leading importers of tobacco, cigars, etc., together with a few of the leading retail dealers who might be induced to import direct, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

TRADE-EXTENSION WORK IN FRANCE.

[Consul General A. Gaulin, Marseille, July 7.]

This consulate has requested the leading commercial associations of the district to notify their members that it would gladly lend them all possible assistance in establishing relations with American firms. As a consequence, many inquiries were addressed to the consulate, and information concerning trade conditions in the United States was given verbally and in writing to a large number of local business men.

Trade-opportunity notes which have brought offers now under consideration are: Note on felt for engineering purposes, dated April 1; note on boot and shoe felt, dated April 1; note on leather, cotton goods, tobacco, lumber, and hardware, dated April 10; note on flour-milling machinery, dated April 10. A note on cotton sacks and cloth for sack making was sent June 14, and, it is believed, will yield results in the near future.

Orders for 18 metric tons of Kentucky leaf tobacco, 50 hogsheads of Maryland tobacco, and 50 metric tons of burley tobacco were placed during the quarter with a Kentucky firm as a result of the trade opportunity note sent August 26, 1914. The purchases were made for the account of the Tunisian Government, and amounted to \$22,098, c. i. f. Tunis. It is believed that owing to the closing by war of certain markets, from which Tunis obtained usually important supplies, the sale of American leaf tobacco, particularly Maryland, will increase considerably in the Regency. The orders in question were placed through Mr. Albert Taieb, of Tunis, who was at one time acting American consular agent.

The introduction of American cigarette machinery in Tunis is also likely, as a result of trade opportunity note dated October 9, 1914. This matter was taken up through Mr. Taieb, who has cooperated with this consulate on numerous occasions.

FINANCING ORGANIZATION FOR SOUTH MANCHURIA.

[Consul A. A. Williamson, Dairen, Manchuria, June 16.]

The Japanese Parliament has adopted provisions for a special financing organization in South Manchuria, in accordance with a representation presented to the Japanese Diet by K. Ishimoto, M. P., and S. Kato, M. P., advocating the establishment of such an organization at an early date, with capital of not less than 20,000,000 yen (\$9,960,000). The representation in reviewing the situation refers to the strong campaign in behalf of these facilities which was conducted in 1909 and to the subsequent events leading to the present conditions.

ZINC DEPOSITS IN ONTARIO.

[Consul Henry P. Starrett, Fort William, Ontario, Canada, July 26.]

The recent high prices quoted for zinc has turned the attention of mining experts to the possibility of developing the ore deposits of this metal in the Province of Ontario. A few days ago a mining engineer representing certain Toronto interests passed through Fort William en route to Rosspport, a village in this district located on the north shore of Lake Superior, to inspect the abandoned Zenith zinc mines, some 12 miles from that town. If his report on the property should be favorable it is the intention of the syndicate to reopen the mine and to operate it as long as the present remunerative prices obtain.

Although there are several well-known deposits of zinc in the Province, past low prices have not encouraged mining operations. Government reports show that since 1910 no zinc has been mined in the Province. As the proposed activity at the Zenith mine is probably a forerunner of the interest that will develop in relation to all deposits of zinc which are favorably located and which show even a moderate metal content, the following description of deposits in Ontario, taken from various Government reports on the subject, is presented with the hope that it may prove of interest to American smelters of this ore.

Description of Various Ontario Deposits.

The Zenith mine, near Rosspport, contains black zinc blende, which occurs in irregular bodies on the western edge of a diorite area of the mine. The blende is ferriferous and mixed with pyrite near the edges. Three shafts have been sunk and an open cut made in a neighboring hillside. During 1900 and 1901 some 2,000 tons of ore, averaging 45 per cent zinc content, were shipped to Belgium for refining. Shortly afterward the mine was abandoned on account of the low price of zinc, and the shafts are now full of water.

Two miles south of the Zenith mine, on a location known as the Gezic property, a less-promising outcrop occurs.

In 1899 a zinc deposit was discovered at Mazokamah Bay, near the mouth of the Nipigon River, District of Thunder Bay. This outcrop appears to be a continuation of the Zenith deposit.

On the west shore of Lake Wewegimok, Maisonville Township, District of Timiskaming, narrow calcite veins, carrying small amounts of galena and zinc blende, have been found in the greenstone formation. To the south of Wolf Lake, in the same district, there are several quartz-calcite veins carrying similar minerals. One of these veins has been stripped for 200 feet. It has a width of 14 inches at one place on the surface and carries a high proportion of galena and zinc blende. A shaft has been sunk 50 feet and several tons of lead-zinc ore have been piled up. The quartz has been deposited along the walls of the fissure, while the calcite, with most of the sulphides, has filled the center.

Other Properties—Canadian Production.

In the Kirkland Lake area, District of Timiskaming, galena and zinc blende occur in very small quantities.

In Olden Township, Frontenac County, a zinc property of approximately 200 acres has been operated by James Richardson &

Son, of Kingston, Ontario. The ore is zinc blende, intimately associated with galena occurring in crystalline limestone. The principal constituents of the gangue are iron pyrites and greenstone. Operations in this mine were commenced about 1905, but no shipments of ore have been reported since 1910.

The total production and value of the zinc ore mined in the Dominion of Canada during the calendar years 1910 to 1913, were: 1910, 5,063 tons, value \$120,003; 1911, 2,590 tons, value \$101,072; 1912, 6,415 tons, value \$215,149; and 1913, 7,535 tons, value \$400,000. Most of this ore was produced in British Columbia. The Ontario production in 1909 was valued at \$8,950; in 1910, \$5,760. Since the latter year no further production is reported.

Method of Settlement for Canadian Ore.

Inasmuch as British Columbia ore has been the largest factor in this industry up to the present, an outline of the method pursued by smelters in making settlements for the ore may be of interest.

The British Columbia ore is exported for treatment to Kansas and Oklahoma smelters, the latter demanding at least 30 per cent zinc content. The ore contains also a varying amount of silver. Payment is made on a basis of 45 per cent zinc content. The base price varies with the price of spelter in St. Louis, and a stated amount is added or deducted for every unit of zinc in excess of or less than the base. The silver is settled for at the New York price after making deductions for losses in treatment. Limits are frequently set which lead or iron contents may not exceed.

While the above is the method that was in vogue up to the outbreak of the war, it is probable that owing to present high prices for zinc slight changes in percentage requirements have now been made.

WASTE COTTON IN INDIA.

[The Textile Mercury, Manchester, England, July 24.]

A large quantity of cotton waste must be accumulating in India, for the price has fallen as much as five-sixths. Waste that has fetched as much as Rs. 60 per candy (\$19.45 per 656 pounds) for the European market is selling at Rs. 10 (\$3.24). In the circumstances it is not surprising that there should be projects afoot for the manufacture of the material, and the managing agents of Bombay mills are looking out for suitable spinning machinery. The waste went formerly to Germany to be spun into coarse counts, and with the prospects of a long war in front of everybody the idea of manufacturing in India may well be attractive. Goods could be produced temporarily at prices which should compel their sale; and later on, when prices lift, the experience gained should be helped in further operations. There may be statistics to show what is the export of Indian cotton waste; but in the absence of these a good enough idea of the probable extent of the production can be obtained by remembering that the Indian consumption of raw cotton is over two million bales. Conceivably there are opportunities of using waste spinning machinery on some of the low Indian raw cottons which in Germany have been used in mixture with waste; and as India has the materials at hand and is unafflicted by shortage of labor her position is to that extent a favorable one.

ROSARIO'S TRADE IN FOUNTAIN PENS.

[Consul William Dawson, jr., Rosario, Argentina, June 1.]

Fountain pens are sold by a number of stationers at Rosario. While the sale is not very large in any one case, practically all of these firms import pens direct from abroad. This practice they explain by the fact that it is usual to order a considerable variety of articles at the same time, and that under these circumstances it is just as easy to obtain pens from the exporter as from a Buenos Aires agent or importer.

Views of Leading Dealers.

The leading dealers at Rosario, nine in all, have been seen by this office in order to form an idea of the demand for different makes of pens. These firms report as follows: No. 1, a leading stationer, printer, and book dealer, handles a German pen retailing at \$4.25 and a well-known American pen sold for \$3.61 and reports a very good demand for the former; both pens are imported direct. No. 2, a bookseller catering to English and American trade, carries three grades of an American make retailing at \$2.12, \$3.40, and \$5.10 and imports direct. No. 3, a stationer making a specialty of school supplies, sells American, French, English, German, and Italian pens ranging from \$1.27 to \$6.40 in price, imports direct, and reports that the chief call is for German pens. No. 4, a bookseller handling stationery on a small scale, imports a cheap English pen, which he retails at \$0.42.

No. 5, a job printer and stationer, retails for \$1.70 an Italian pen that he purchases from the Buenos Aires representative. No. 6, a job printer and stationer, sells an English pen that he imports direct and retails at \$1.70. No. 7, an important local printer and stationer, handles an English pen (Perry) selling at \$2.76, \$2.97, and \$3.61 and imports direct. No. 8, printer and stationer, imports direct a cheap Austrian pen, which he sells for \$0.42. No. 9, a furniture dealer handling a few other lines, has the agency for an American pen, which he retails for \$2.

Not in General Use—Customs Duty.

On the whole, while German, English, and other foreign pens are apparently the ones most sold according to statements of dealers, American pens are well introduced and the average customer willing to pay for a good pen seems to prefer them. The demand is, however, not very large, especially at present when economy is being practiced in all quarters. At best, the use of fountain pens is much less general at Rosario than in the average American city. A list of dealers in fountain pens, all of whom do or could import direct, accompanies this report and may be obtained on application to the Bureau of Foreign and Domestic Commerce or its branch offices.

The customs duty on fountain pens (portaplumas continta, also called lapiceras con depósito de tinta) is equivalent to a specific duty of \$1.30 per dozen (including additional tax).

TRADE-EXTENSION WORK IN HONDURAS.

[Consul E. M. Lawton, Tegucigalpa, July 15.]

The total value of imports of the consular district of Tegucigalpa during the fiscal year ended August 1, 1914, was \$1,666,583, of which 60 per cent was from the United States. For the 11 months of the current year the imports are perhaps not more than 60 per cent normal. Due to depreciation in the price of silver and a year's drought, together with a plague of grasshoppers, the purchasing power of this district has materially decreased. It is therefore difficult to cite any considerable amount of trade extension specifically due to the efforts put forth by this consulate. It is not unreasonable to expect a steady increase in general results.

Among the concrete results obtained by reports on trade opportunities and market requirements and general commercial campaign by this consulate in recent months may be cited the following:

Under date of November 9, 1914, a trade opportunity was sent at the request of a local restaurant, and from the replies received orders have been placed for a considerable amount of fancy biscuit and also wax fruit and materials for floral emblems.

A soda-water plant valued at \$800 has been ordered and received as a result of a trade opportunity dated December 23, 1914.

As a direct result of a trade suggestion sent February 20, 1915, on "increased demand for foodstuffs" a large importing house in this city placed an order for 80 tons of hay, in order to make a practical test of the value of such imports. Enormous quantities of corn, flour, and rice have also been imported during the last quarter.

A suggestion was made by the consul to the Honduras Auto & Transportation Co. to interest local trades people in the purchase of an auto truck for freighting. As a result three Chinese firms jointly advanced 10,000 pesos (about \$3,500), the automobile company contracting to buy an additional truck and to give preference to the freight (imports) of the said firms at a fixed rate until the price of the truck was paid in freights. A representative of the company went to New York (Trade Opportunity of May 12, 1915) and is now returning with one special \$5,000 truck with the understanding that this order will be duplicated when the manufacturers can supply same.

Prior to the European war butter imported into this district was exclusively of Danish or French origin. It was not known that American packers would supply it in tins. The writer volunteered the names of American firms, and as a result hundreds of cases of American butter have been imported, which, while slightly more expensive, is of a decidedly superior quality and is giving good satisfaction.

A number of merchants state that they have placed small trial orders with firms who have addressed them in response to answers of trade inquiries from this consulate. Among others have been orders for electric supplies, shoes, liquors, canned goods, and candies.

AMERICAN TOPS AND YARNS FOR ENGLAND.

[Extract from Textile Mercury, by Consul Franklin D. Hale, Huddersfield, July 12.]

There is a chance that before very long the English market will be improving for tops of American combing and worsted yarns of American spinning. This is to be attributed to the impossibility of obtaining adequate supplies at home. Prices have soared away from cost of operation and production; the point, therefore, that it costs more to comb and more to spin in the United States than in England has no special relevance.

Some preliminaries have to be arranged—in particular the undertaking which forbids the export from America of wool imported from British sources has to be loosened. They should be able to offer an article closely resembling that of British production. The American trade in tops and yarns has not been developed upon the same pattern as our own. American production is almost exclusively for the home market, with the result that production of tops and yarns bear a close correspondence with the American consumption of cloth. The mills, however, are equipped to cope with the fullest demands that can be made on them.

It is to be inferred that Americans have a quantity of Australian-grown merino wool capable of being sold to England at a profit. If American wool were the same as Australian, it would be substituted without a murmur. Because of differences of climate, of pasture, and of breed the wools are not the same and in consequence neither the yarns nor the fabrics made from them can be the same, although they may temporarily serve as substitutes. It is therefore with the aid of their imported wools that American sellers are most likely to accommodate English preferences, and if they can offer large quantities and regular deliveries they have such a chance now as they never had before.

[According to the present arrangement, the exportation of wool from the United Kingdom to the United States is contingent upon a reimportation of an equivalent amount of tops and yarns.]

CONSUL SUGGESTS "MOVIE" FILMS OF SMASHED FREIGHT.

Illustrated lectures on packing of merchandise and its handling in foreign ports, as a means of educating American shippers, is advocated by Consul James Oliver Laing of Karachi, India, who writes of the dangers to which such freight is subjected unless properly packed. He says:

If single photographs of a smashed packing case, or a lighter full of goods being landed, or other illustrations are good, a picture showing how the case came to be smashed or how the goods were put into or taken out of the lighter would be better. Everyone knows that cases are smashed and a single photograph shows only the result, which any shipper can imagine.

If, however, a shipper of flour, let us say, could see a lot of Levantine stevedores swing a loop full of sacks over the side of the ship and let it down on the run to a flatboat bobbing about in the waves, the sight of what happens when the boat rises suddenly to meet several hundred pounds of muslin-sacked flour would be an education to the shipper.

If an American furniture merchant could see a moving picture of his packing cases dropped from a cart tail to a stone floor by a gang of Maltese dockers, he would appreciate the cause and effect.

DAMAGE TO ARGENTINE SUGAR CROP.

[Consul William Dawson, Jr., Rosario, June 19.]

The Province of Tucuman experienced a series of heavy frosts early in June which will very materially affect the output of sugar. The drop in temperature is reported to have been the most generally severe ever registered in the Province and reached even sheltered districts that usually are exempt from frost. In many parts of the Province the thermometer reached 5° C. below zero. (23° F.) Estimates of loss vary. This office is informed on excellent authority that crop prospects have dropped from a probable yield of 7 per cent, or 200,000 metric tons (metric ton=2,204.6 pounds), to less than 6 per cent, or 120,000 tons of sugar.

[Willett & Gray's Weekly Sugar Trade Journal for July 29 gives the total yield of sugar in Argentina in 1913-14 as 249,222 long tons and estimates the 1914-15 crop at 325,175 long tons. The Province of Tucuman—whose sugar industry was reviewed at length in Daily Consular and Trade Reports for Sept. 21, 1914—normally furnishes 80 to 85 per cent of Argentina's total production.]

ONTARIO APPOINTS NICKEL COMMISSION.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, July 27.]

The Provincial Government of Ontario recently appointed a commission to inquire into the nickel situation in Ontario, with a view to establishing in the Province an industry that will be under direct observation from the time the ore leaves the mines until the nickel is marketed. The Provincial Government has instructed the new commission to ascertain whether it is not possible to complete the refining of Ontario nickel ore entirely within the Province without having to ship to American refineries. The question of the Province receiving a return from its nickel deposits is regarded as of much importance, and on this point the commission will also advise the Ontario Government.

[For data as to Ontario's production of nickel, see COMMERCE REPORTS for Aug. 2, 1915.]

MONEY WASTED ON CATALOGUES.

An American export house located in New York, which has used the service of the Bureau of Foreign and Domestic Commerce in placing large orders for shipment to Spain, writes to the Bureau as follows:

The attention of American manufacturers is called to the large amount of money that is thrown away by forwarding heavy catalogues of goods which are of absolutely no interest to the buyers. We believe that a considerable saving could be made by using small folders or booklets, giving in concise form information regarding the line of goods, and suggesting that further information be requested if interested. We believe that thousands of dollars are spent uselessly in sending out literature which is of no interest, and which often gives the foreign buyer the impression that the manufacturers are not at all well posted as to the possible demand for their goods.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Hosiery, No. 17806.—An American consular officer in British Guiana writes that a commission firm in his district desires to communicate with American manufacturers and exporters of hosiery of all grades. Quotations should be made f. o. b. New York, including commission. Correspondence may be in English.

Office supplies, etc., No. 17807.—An American consular officer in Switzerland writes that he is in receipt of an inquiry from a large dealer in office supplies and furniture and fixtures, for the addresses of American manufacturers and exporters of merchandise of this class.

Sponges, No. 17808.—The Department of Commerce is in receipt of a communication from a business man in the Netherlands, stating that he desires to receive names and addresses of sponge dealers in Florida and Nassau.

Wearing apparel for women, No. 17809.—The commercial agent of the Bureau of Foreign and Domestic Commerce in Boston writes that a business man called at that office stating that he desires to form commercial relations with American manufacturers of corsets, stockings, waists, ready-made dresses, etc., for women. The man desires to represent American firms in Argentina. He states that he has had a number of years experience in this line of business. As soon as he makes the desired connections he will return to Argentina and open a store on his own account. He gives New York City references. His address while in the United States may be had on application to the Bureau or branch offices.

Oil motors, No. 17810.—A firm in the United States writes that one of its correspondents in Spain desires to communicate with American manufacturers of stationary oil motors of 1 to 5 horsepower for agricultural purposes and pumping equipment; also 50 horsepower and up for flour mills, etc. Correspondence should be conducted in Spanish.

Woodenware and hardware, No. 17811.—An American consular officer in Belgium writes that a syndicate of prominent business men in his district has informed him of its purpose to undertake the reconstruction of a number of buildings. The syndicate desires to receive bids for window sashes, doors, flooring, blinds, etc., also locks, hinges, nails, and all kinds of hardware to be used in such construction work.

Water meters, No. 17812.—An American consular officer in Canada reports that a city council in his district has authorized the city engineer to purchase water meters. He states that it is probable that several hundred meters will be purchased in the near future.

Hardware, pumps, etc., No. 17813.—The Department of Commerce is in receipt of a letter from a business man in India stating that he desires to correspond with American manufacturers and exporters of hardware, machinery, agricultural implements, pumps, electric-lamp holders, metal filament, drawn-wire lamps, electric fans, etc.

Pianos, No. 17814.—An American consular officer in England reports that a firm of musical instrument dealers in his district desires to communicate with American manufacturers of cheap pianos, to cost not over \$100 delivered.

Haberdashery, jewelry, etc., No. 17815.—A manufacturers' agent in the West Indies informs an American consular officer that he desires to communicate with American manufacturers of hosiery, shirts, underwear, neckties, jewelry, stationery, fancy goods, suit cases, etc. He desires to act as representative. He states that he has been in business of this nature for about 12 years. References are given.

Fertilizers, etc., No. 17816.—An American consular officer in Portugal writes that a firm in his district is in the market for acid phosphate, sulphate of ammonia, basic slag, and other chemicals for fertilizing purposes. Complete ship cargoes are required, and quotations should be made at once. Correspondence should be in Portuguese or French. References are given.

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SWEDISH-BRITISH COMMERCE COMMISSION.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, July 3.]

Because of the complaints made by the Swedish Government concerning the delay and difficulties of traffic as a result of the measures adopted by the English, the British Government has sent a Commission to Sweden to try to come to some understanding in the matter. This Commission is now sitting in Stockholm in conjunction with a similar Commission appointed by the Swedish Government.

CHANGES IN BRITISH EMBARGO LIST.

[Telegram received Aug. 4, 1915, from the American consulate general, London.]

Following amendments export prohibitions: Copper and brass solid drawn tubes, formerly prohibited except to British possessions, now prohibited all destinations. Coal, including anthracite, and steam, gas, household, and all other kinds of coal and coke, formerly permitted British possessions and allies, now permitted only British possessions. Diamonds, rough, suitable for industrial purposes, now prohibited all destinations. Following goods prohibited foreign countries in Europe on Mediterranean and Black Seas other than France, Russia (except Baltic ports), Italy, Spain, and Portugal: Charcoal and peat; green forage and lupine seeds; bacon, ham, and pork; cocoa, raw, of all kinds, and all preparations of cocoa, including cocoa husks, cocoa shells, and chocolate; coffee; fresh vegetables, except peas.

CONSULAR TRADE CONFERENCES.

Consul Cornelius Ferris, jr., of Bluefields, Nicaragua, is now in the United States on 60 days' leave of absence. He may be addressed in care of the branch offices of the Bureau of Foreign and Domestic Commerce at Boston and at New Orleans.

MANUFACTURE OF THYMOL

[Commercial Agent Thomas H. Norton.]

The very pronounced scarcity of thymol in the American market has led to hitherto unknown prices for this important drug, as noted in COMMERCE REPORTS for July 14, 1915. Normal prices for thymol in quantity in New York were about \$2.25 per pound during July, 1914. On August 2, 1915, the quotation was \$11. A few weeks before it had reached \$12.

As there is a duty of 25 per cent ad valorem on imports of thymol, inquiries have been made as to the feasibility of meeting the demand of the American market by a domestic production of the article.

Before the war this demand was met chiefly by importations of thymol from Germany, where the manufacture has been highly developed. Our imports in the fiscal year ended June 30, 1914, slightly exceeded 19,000 pounds. The average invoiced value per pound was \$1.20.

The value of thymol in medicine and sanitation depends upon its powerful germicidal properties, combined with an absence of toxic qualities. It can be used as an antiseptic with the same effectiveness as phenol or carbolic acid; but, unlike the latter, is nonpoisonous. Chemically it is a substituted phenol—methyl isopropyl phenol—isomeric with carvol, the camphor present in the essential oils obtained from caraway seed, dill fruit, spearmint, and crisped mint.

Source of Thymol.

Of recent years thymol has been manufactured most easily and economically from ajowan oil. This essential oil is obtained by distillation with steam from the fruit of the plant known as *Carum ajowan* or *Carum copticum* (Bentham and Hooker), or *Ptychotis ajowan* (D. C.). The ajowan plant is allied to caraway, and a member of the large family of *Umbelliferae*. It is cultivated to a considerable extent in India, Persia, Afghanistan, and Egypt. From India about 1,200 long tons of the seed are annually exported. Nearly the entire amount went to German ports prior to the present war. The export is now about 2 tons per month.

Manufacture of Thymol.

The extraction of the essential oil present in the seeds is usually effected in large stills, of a capacity of at least 600 gallons. The seeds are introduced in cages or trays, which occupy the interior, and a current of live steam is passed through the still. The oil, carried along by the steam, condenses with it, and floats upon the surface of the water of condensation, from which it is drawn off. This water is used repeatedly in the production of steam, in order to avoid any loss of the small amount of oil held in solution. The yield of oil from 100 pounds of ajowan seed varies from 3 to 4 pounds.

Ajowan oil consists of thymol, to the extent of from 40 to 55 per cent, accompanied by cymene, and by a terpene hydrocarbon. A separation from the two hydrocarbons is effected by agitation with a solution of caustic soda, in which the thymol dissolves in the form of its sodium salt. From the alkaline solution the thymol is precipitated by the addition of hydrochloric acid. The crude thymol is purified by crystallization from alcohol or glacial acetic acid. It has also been found practicable to submit the oil to fractional dis-

tillation and extract the thymol from the higher boiling fractions by the application of cold. Pure thymol boils at 230° C. A large amount even can be obtained directly from the oil by exposing to freezing mixtures.

The amount of thymol obtainable by this process from the annual export of ajowan seeds from India is estimated at 20 long tons.

Other Sources of Thymol.

Several other plants can be utilized as sources of thymol, although none yield such high percentages as ajowan seed. These plants are:

Garden thyme, *Thymus vulgaris* (Linn).—This shrub is found abundantly in a wild state in the countries about the Mediterranean, and is frequently cultivated, especially in southern France.

Wild thyme, *Thymus serpyllum* (Linn).—This grows freely in England as well as throughout northern Europe and Asia in the wild state.

Horsemint, *Monarda punctata* (Linn).—Occurs in Canada and the United States.

The oil of thyme obtained by distilling the fresh flowering herbs of these plants with water or steam contains varying amounts of thymol, accompanied by cymene, pinene, carvacrol, borneol, and linalool. The actual amount of thymol present is not very high, and the methods of separation in order to obtain a pure compound are necessarily more complicated than in the case of the manufacture from ajowan oil.

The only plant indigenous to the United States susceptible of use as a source of thymol is horse mint. No attempt appears to have been made to utilize this source on an industrial scale, or even to ascertain with exactness its availability for the production of thymol.

If any effort is made to establish the industry in the United States, the first step should be to obtain a regular supply of ajowan seed from India or Egypt. Information on available supplies can be obtained from the leading importers of foreign seeds in New York City, as well as by correspondence with consular representatives in the countries in question.

There appears to be no doubt that a large stock of the seed is now available in India.

AMERICAN QUAIL IN CANADA.

[Consul General R. E. Mansfield, Vancouver, British Columbia, July 27.]

A novelty for British Columbia sportsmen this season is the appearance of large numbers of American or "bob white" quail in several localities in the Province. Previous efforts to introduce this species of game bird in the Canadian Pacific coast country have failed, and the bevies reported this year are said to have migrated from the south of their own accord and in some places they are reported quite plentiful.

The birds came into this province for the first time last season. There were only six pairs, and they are supposed to have migrated from the flocks which the United States Government has been breeding in the State of Washington. As a result of breeding and by additional migrations, the covies have multiplied rapidly.

By next season it is expected that the quail will have attained great numbers. This addition to the game birds of the province compensates for the willow grouse which have been, for some reason unknown, disappointingly small in recent years.

RESOURCES OF THE SUNGPAN DISTRICT.

[Consul E. Carleton Baker, Chungking, China.]

Sungpan is located in the extreme northwestern part of the Szechwan Province on the Min River very near to its source. While its population is but 4,000, it is an important distributing point for the Kokonor region of northeastern Tibet and the border country north and northwest of Sungpan. The trade of Sungpan, the character of the surrounding country, and its relations with Tibet are similar to those of Tachienlu [see COMMERCE REPORTS for June 5, 1915].

Sungpan as a commercial outlet for the region which it taps is most favorably situated. Not only can its exports be conveniently shipped by the Min River to Kwanhsien and thence to Chengtu, the provincial capital, but goods which are destined for Chungking and which eventually reach Shanghai and foreign countries enjoy the exceptional transportation facilities afforded by the Yangtze River and an important tributary that passes through Lunganfu, Tungchwan, and Hochow and has its source near Sungpan.

Leading Exports—Tea a Much-Used Article.

The principal exports from Sungpan are sheepskins, wool, medicines, musk, fur, and hides. These are chiefly exchanged for tea, rice, and Chinese wine. Tea, which is largely consumed by the Tibetans and aboriginal tribes adjacent to the Sungpan district, is the principal article of import. The rice and Chinese wine are consumed by the comparatively small Chinese population of this region.

Most of the tea that figures in this trade is grown in the vicinity of Kwanhsien and Anhsien. The tea is of inferior quality; but since the beverage made from it usually contains butter, and the butter is very often rancid, the flavor of the tea is decidedly of secondary importance. Cheapness is the great desideratum. This requirement is successfully met, for the tea sells at Sungpan for less than 4 cents United States currency per pound. Not only do the Tibetans use tea in making a beverage, but they also use it in preparing their principal article of food, which contains butter, salt, and barley meal as well. This dish is known as "tsamba," and is generally consumed throughout Tibet.

Medicines Are the Distinguishing Trade Feature.

Large quantities of the wool, medicines, musk, and hides from Sungpan finally reach the hands of foreign buyers. The wool, like that from Tachienlu, is of somewhat inferior quality, and is used in the manufacture of carpets. Neither the quality nor the quantity of musk is equal to that obtained at Tachienlu. Medicines are the distinguishing feature of the trade of Sungpan; the most important from this district which are known to foreign markets are aconite, licorice, and rhubarb. Many other herbs are employed for medicinal purposes, but they are mainly consumed in China.

It is impossible to determine the value of the products which reach China by way of Sungpan. Mr. E. H. Wilson, the eminent naturalist who visited Sungpan on several occasions, estimated that this trade in 1910 amounted to about \$603,000 United States currency. However, since the commerce of Sungpan has considerably increased during the past five years, it is probable that this figure represents only a part of the present trade.

Agricultural Resources.

The Sungpan district is poor agriculturally. The country is dry and mountainous and the few crops that are raised are very meager. Wheat, oats, maize, barley, buckwheat, peas, beans, and Irish potatoes are grown to a certain extent. The area of cultivation, however, does not extend beyond an altitude of 12,000 feet. From 8,000 to 10,500 feet, according to Mr. Wilson, represents the wheat-growing belt, while barley and buckwheat can be raised at a much higher altitude.

The country is not at all favorable to the cultivation of rice; this cereal, so highly prized by the Chinese, being imported into Sungpan for their use, as mentioned. Most of the fruits that thrive in the North Temperate Zone are found in the vicinity of Sungpan, and some of them, particularly plums and peaches, are of excellent quality. A fair variety of vegetables is also produced, and the potatoes, peas, and carrots compare favorably with similar vegetables in foreign countries.

A Pastoral Population.

There are few settled agriculturists or traders in the Sungpan district. Most of the people lead pastoral lives and many are nomadic. Their principal wealth consists of cattle, horses, and sheep. As the country is well adapted to raising these animals, there are great possibilities in this direction. The Chinese are beginning to realize this and are trying to improve the breeds which they now have. They are already sending American sheep for this purpose to Sungpan, and hope to have a better quality of both wool and mutton.

With improved stock and the excellent grazing which the country affords, there is a good opportunity for the development of a large dairying industry. It is probable that this will be undertaken soon by the Chinese authorities at Chengtu, who are much interested in the industrial possibilities of the northwestern part of Szechwan Province. The future prosperity of Sungpan will no doubt depend in large degree upon the extent to which the pasture lands are utilized in producing an augmented quantity and a better quality of wool, hides, meat, butter, cheese, and other animal products, which could figure much more prominently than they do in the export trade of the district.

[The foregoing is one of a series of articles prepared by Consul Baker on the resources and development of Szechwan Province by districts; those that have already appeared in *COMMERCE REPORTS* are Mienchow (Feb. 3), Tzeliuching (Apr. 17), Suining (May 3), Yachow (May 26), Chengtu (June 2), Tachienlu (June 5), and Kalhsien (June 26).]

An illustrated catalogue describing a process of electric-arc welding invented by a citizen of Goteborg has been received from Consul Emil Sauer at Goteborg, Sweden, and may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices. The characteristic feature of the process, according to the description, is that it employs a steel rod as an electrode, with a sheath or cover of normally nonconducting materials. Certain advantages are described.

FOREIGN MARKETS FOR ARTIFICIAL LIMBS.**ITALY.**

[Consul Chapman Coleman, Rome, June 5.]

The Italian Government provides, at its own expense, artificial limbs for soldiers who have suffered mutilations affecting the lower limbs in the course and by cause of their service. Contracts for articles of this character have always been awarded to such Italian manufacturers as fulfilled the obligations they assumed in a praiseworthy manner.

Privileged pensions are conceded to soldiers of every grade who have acquired in war or other service infirmities or wounds which disable them permanently for military service in any body of the army, including service in invalid and veteran organizations (the term "privileged" applies to any annual pension inferior in amount to about \$600).

Privileged pensions for every grade vary in amount according to whether they have been acquired in time of peace, according to their various grades and appointments, from \$60 to \$160, and in time of war from \$122 to \$600. Amounts of pensions for petty officers can not be stated in a comprehensive manner, since they depend on the amount of pay the individual officer was receiving during the last year of his military service.

The concession of pensions in general, both military and civil, is based upon the provisions contained in the "Collection of Laws," approved by royal decree of February 21, 1895, and in the law of June 23, 1912, providing privileged war pensions for officers and men in the royal army and navy.

There is no Government insurance indemnifying military men for loss of limbs and time, other than this relief by pensions.

One Concern Gets All Government Orders.

So far as ascertainable, the Government has up to this time placed orders for artificial limbs with but one concern. This establishment employs in time of peace 60 operatives, and may be regarded as of ample financial strength and ability to manufacture on a large scale. Numerous other manufacturers of and dealers in artificial limbs located in Italy have upon inquiry stated that they have received no Government orders for such articles.

Except in a few instances, manufacturers throughout the Kingdom appear to conduct their industry on a small scale, employing few operatives and restricting their work almost entirely to repair and replacement of articles. While the Government places orders with Italian manufacturers only, articles in this line of foreign origin, French and German, are offered in some Italian cities by local representatives of concerns established abroad, their trade being, however, of but little importance. Local manufacturers are regarded, so far as financial strength and ability to manufacture on a large scale are concerned, as being adequate for local needs only. Some of these manufacturers, however, announce their ability to expand their industry greatly, if necessary.

For information on this subject respecting the manufacture and sales of these articles in localities situated in districts other than his

own, the consul is indebted to his consular colleagues in those districts who have in some instances been able to furnish him with valuable data as to local manufacturers and dealers.

SERBIA.

[Vice Consul James B. Young, Belgrade (Nish), May 22.]

Serbia has practically no industry for the manufacture of artificial limbs, being dependent upon foreign countries for this product. There is now a particularly favorable market for artificial limbs in Serbia, and it offers an opportunity for American manufacturers. There is little foreign competition here for American firms, on account of the general demand elsewhere for these products.

The situation is not favorable in Serbia for the establishment of this industry. An act now in the Parliament of Serbia provides for the allotment of a sum of money to each Serbian soldier who has lost a limb, so that he may purchase an artificial one. This act has not been passed, and it is said to be uncertain just when it will become a law. Should it not be passed, the Ministry of War will doubtless authorize the expenditure of a sum sufficient to provide artificial limbs for soldiers in the Serbian army who have lost one or both legs.

This legislation, as drafted, provides for the granting of a sum of about 300 dinars (now equal to about \$12) to 500 dinars (now equal to about \$70) in silver, but it is generally believed that the money will be voted in terms of gold instead of silver, most likely in francs, gold, which would amount to much more than if it were paid in silver. Each cripple would receive a sum as above, the larger amounts being those which would be paid to soldiers of higher rank, or those who are badly crippled or have lost both legs.

Two Small Makers of Limbs in Serbia.

There are two small makers of artificial limbs in Serbia, but their output is small. Owing to the fact that they can not supply the demand, and are unable to produce on a large scale, their competition can not be said to be serious. Until recently these firms were connected with Austrian and German houses manufacturing artificial limbs, acting as agents in this market. There are no catalogues or price lists of Serbian firms dealing in artificial limbs, prices being a matter to be arranged in each particular case.

The Serbian Government has not yet provided funds for the purchase of artificial limbs, but there seems to be no doubt that it will, sooner or later. Through the cooperation of this consulate, a local merchant has become interested in supplying Serbian crippled soldiers with artificial limbs, and has presented an offer to the Serbian Ministry of War, with the prospect of selling artificial limbs of American manufacture to the Government. The name of this merchant may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. American manufacturers might correspond with him in English, French, or German.

American Products Have Excellent Reputation.

Artificial limbs of American manufacture have an excellent reputation in this market. Some of those of Austrian manufacture have also been found to be fairly good, but the principal features which

give the American product an advantage are their simplicity, and their lack of metal and other parts on the outside of the limb. Those that are free from cumbersome outside fixtures are found to be the most popular. Those that support the body from the thigh—that is, by a strong wooden or leather or fiber support incasing most of the upper part of the limb, between the knee and the hip—have been found to relieve pain due to the body resting on the lower end of the wound. Hard, inflexible, poorly made feet, which flap and rattle, without giving any spring, or which are not sufficiently cushioned to compensate the jar resulting from walking, are also not in good favor.

It has been found in Serbia that deliveries on the part of American firms in certain cases have been extremely poor. One instance is known to the consulate in which two artificial limbs were ordered by officials of the Siberian Ministry of War in August, 1913, and \$60 was deposited by the purchasers, but the limbs have not arrived or been delivered. Instances of this kind injure the market for American manufacturers here in spite of the other advantages which American goods may have in their favor.

Serbian Pensions Granted in Invalid Cases.

Serbian soldiers enjoy a pension, granted only to invalid cases. These pensions are for past wars, not the present. The ordinary veteran who does not suffer some injury which would render him invalid does not receive a pension, military service in Serbia being compulsory. It is stated that it takes several months after applying for a pension for the invalid soldier to receive his money.

Invalid pensions in Serbia are paid by the year; that is, each applicant who is granted a pension receives a certain sum each year. In the case of officers it is an amount which is the same as the salary—a sergeant receives about 540 dinars (\$75.60) per annum; a corporal about 432 dinars (\$60.48), while privates receive about 360 dinars (\$50.40). At present the unit of payment is depreciated. In case the soldier receives injuries which would only render him partially invalid he receives only part of the yearly amount, most likely one-half; but in case of the soldier being totally invalid he gets the full amount.

[Articles on markets for artificial limbs have been published in recent issues of COMMERCE REPORTS. Those in England, France, and the Netherlands were discussed in the issue of April 2, 1915; those in Austria-Hungary, Germany, Greece, Portugal, Turkey, and Egypt on June 12, 1915. In addition the demand for artificial limbs was mentioned in the annual report of the consulate at Paris, France, published as a supplement to COMMERCE REPORTS No. 5b, dated May 18, 1915. Lists of the principal manufacturers of, and dealers in artificial limbs in Italy may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Catalogues, with descriptions and illustrations of these articles, and prices, and copies of Italian pension laws, may be inspected at the Bureau or its branches and will be loaned to interested persons.]

United States Minister Reinsch at Peking reports that regulations concerning the qualifications of applicants for mining concessions in China have been added to the mining regulations enacted last year and have been published at Peking. Copies of the full text may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.

ELECTRIC MACHINE FOR CLEANING STEAMSHIP BOILERS.

[Consul Emil Sauer, Goteborg, Sweden, July 5.]

An electric machine for cleaning steam boilers was invented about a year ago by Sandblom and Olsson of Goteborg. A corporation, Elektriska Pannrensings-Bolaget of Goteborg, was organized by the inventors, to have the machine, with necessary accessories, manufactured and to operate the same.

A patent on the machine has been applied for in Sweden. The inventors state that if a patent is received they will proceed to make applications for patents in other countries and to manufacture the machine for sale.

There is no printed description of the machine to be had, but it appears to be similar to an electric drill. It appears from information received from other sources that the machine is a success.

The electric power needed for the apparatus is small, and can be taken from the city power plant or from vessels having electric dynamos on board. The Elektriska Pannrensings-Bolaget has a motor boat provided with a petroleum motor and a small electric dynamo. When this boat is moored to the side of the vessel the boilers of which are to be cleaned, the petroleum motor of the boat is connected with the dynamo.

An exact statement as to the cost of cleaning a boiler of a given size could not be made, because this depends to a great extent on the construction and accessibility of the boiler. No statement could be made as to the length of time required for cleaning a boiler for the reasons mentioned above, but the company stated that in comparison with the old method of cleaning boilers the time required is very short, say, two days instead of several weeks. Two or three men are required—one foreman for running the motor and the dynamo and to superintend the work in general and two men for handling the apparatus. It was stated that when the electric power is purchased from other power plants, it costs only about 2 crowns (\$0.536) per day for one apparatus.

This consulate is informed that a firm in Stockholm has used a somewhat similar apparatus driven by compressed air, but that this power costs considerably more.

A BRITISH-INDIAN MERCANTILE BUREAU.

[Vice Consul John Stuart Hunt, Calcutta, India, June 29.]

It is proposed to establish permanently in Calcutta the British Indian Mercantile Bureau. Stalls on the lines of an industrial exhibition are to be erected where samples of goods, working models of machinery, etc., can be displayed. The primary objects of the bureau will be to induce British manufacturers to place their goods on the Indian market; to introduce all available buyers to the exhibits; to gather and publish all information which will be of use to manufacturers regarding the marketing of their goods, and the kinds of goods required by the market here; to undertake an advertising campaign for exhibitors in either English or the language of the country or district; to publish an official magazine, and to introduce to manufacturers who are not already represented in the country suitable agents or representatives.

THE MOTION-PICTURE BUSINESS IN GENOA.

[Consul General J. E. Jones, Genoa, Italy, June 15.]

The Italians are great supporters of motion-picture shows, and the business is developing rapidly in all parts of the Kingdom. This is remarkable because of the high prices which prevail, tickets ranging from 10 cents for third class to 18 cents for first class, with extra prices for expensive films.

The city of Genoa boasts upward of 50 cinematographs; and while the large majority of these are housed in small rooms or halls, there is a tendency toward more pretentious establishments, and a picture theater has just been erected at a cost of nearly \$100,000. Most of the motion-picture houses are on Twentieth of September Street, which is the principal thoroughfare of Genoa and the popular promenade.

Italian love for adventure and all emotional impulses finds expression in the demand for films of this character. A film of intense tragedy with a short comic reel is the best program that could be presented.

Advertising Methods.

The cinematographs are well advertised. The newspapers carry regular notices for the more important theaters, and bill posters are also extensively employed. These are carefully attached to billboards by means of tacks, for posters are expensive and economy suggests continued use. Uniformed criers or "barkers" are stationed before the important picture houses and outline the thrills which accompany the presentation of the film.

A large illuminated sign on the principal square of the city flashes, at intervals of a minute, the advertisements of many of the larger houses. This advertising is augmented, as in the United States, by statements of coming attractions thrown on the theater screens during intermissions.

Since the war began, some of the more enterprising managers show the daily positions of the various armies by the aid of a map and tiny flags. To this is added a short bulletin of the important events of the day. This method of advertising attracts many people to the motion-picture houses.

Another method of advertising is the issuance of coupons with every first-class ticket sold, which, when presented on certain days, entitle the holder to a discount of 30 per cent.

Revenue Stamps on Tickets—Music a Feature.

The success of the cinematograph was utilized during the early days of the war as a method of tax collection, and since November 12, 1914, all tickets to motion-picture houses must bear a revenue stamp of 1 cent gold. Recently there has been a proposal to increase this tax in accordance with the value of the ticket, but the matter has been postponed until the end of June, 1916.

One of the good features of the picture theaters of Italy is the ease of egress. In selecting a location preference is given to property on corners of streets or alleys, and the doors are thrown open during intermissions with the result that the theater is quickly emptied. Great attention is paid to hygiene, and some of the houses advertise the purification of the air by germicidal preparations.

As one would naturally expect in such a music-loving country as Italy, great attention is paid to the orchestra. In some of the better houses it is the practice to employ 15 or 20 musicians, and the music furnished is one of the features of the entertainment.

Foreign and Domestic Films.

Before the war, films were obtained from the great supply houses of Europe and the United States, but now, because of the interruption to foreign business, Italian producers are turning out a large number of very excellent films and many of the best actors of Italy are under contract to appear in film plays. There is still some importation from foreign countries, but this does not amount to much at the present time.

There is an American agency at Milan which distributes films throughout Italy, and the business, in my opinion, could be largely augmented if the American producers would cater more to the Italian taste for emotion. It is important that American manufacturers who seek an Italian market should use the Italian language in the printed descriptions of scenes and incidents.

A short time ago the opera *I Pagliacci* was presented as a motion picture, with the music of the opera as an accompaniment. The experiment proved a great success, and now it is proposed to give motion plays or other operas under like conditions. Italian producers are showing a wonderful aptitude in the making of films, as is well illustrated by the production of *Cabiria*. Indeed, it is my opinion, the Italian films will gradually increase in popularity as they become known.

[A list of the principal motion-picture theaters of Genoa may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices. Reviews of the cinematograph situation in Turin and Venice appeared in *Daily Consular and Trade Reports* for July 20, 1914.]

UNITED STATES HAS RECORD PEACH CROP.

All indications at present are that the 1915 peach crop of the United States will be the largest in the history of the country. The total of 58,000,000 bushels reported on July 1 was an increase of 8 per cent over last year's figures for the corresponding period, but it is believed that the real extent of the crop when completed will be greater than is indicated by these figures. Many of the larger producing areas will have substantially increased yields, in some of which there was a dearth last year, while in the entire country there is only one district—that of Colorado—in which the crop is noticeably shorter than in 1914.

The Texas yield will be much larger than last year; Oklahoma's will establish a new record; Arkansas and the Missouri territory will show big figures; Georgia will equal last year; new records will be made in West Virginia, Maryland, and western Pennsylvania; Delaware, New Jersey, and Connecticut yields will be good; western New York, big; Ohio district and Michigan, about the same as last year; the Northwest, with a great increase, may break the record; and California will have fully as many peaches as last year.

As some of these big producing districts will develop at about the same period, the marketing problem involved will be one requiring the most expert attention in order that the distribution may be made to the best advantage.

EFFECT OF WAR ON NEW BRUNSWICK FISH INDUSTRY.

[Vice Consul Stanley L. Wilkinson, St. John, New Brunswick, July 30.]

The fishing business in New Brunswick is now dull, partly because of bad weather and small catches but chiefly because the large packers and canners in the Province are unable to find favorable transportation facilities and markets, as in former years the larger houses supplied the European trade. This trade being almost entirely stopped, the exporters are shipping most of their fish to the American market, very large shipments, especially of fresh salmon, being sent from St. John. Much of the supply comes from what is called the "North Shore," in the region of Chaleur Bay, which includes Restigouche and Gloucester Counties, New Brunswick. The salmon from this region is not to be compared with the St. John harbor fish, which is considered the finest in the world. The flesh of the North Shore fish is almost white in color, while that of the harbor salmon is a delicate pink shade and the meat is much firmer in texture. The harbor fish are also slightly larger.

Lower Prices at Boston Than St. John.

In comparing the prices of salmon, as issued by the Boston Fish Bureau, with the St. John market standard, it will be found that salmon sells at a much lower figure in Boston than in this city, notwithstanding the necessary cost of shipping, icing, packing, and cartage. There seems to be no difference in the price in Boston of the two very different kinds of salmon, as they sell in Boston from 11 to 18 cents retail, according to the "cuts," while in St. John the harbor fish retail from 15 to 25 cents, the tail cut averaging from 15 to 16 cents, the head cut from 15 to 18 cents, and the middle or "steak-cut" from 20 to 25 cents. However, very little harbor salmon is being shipped from this port, while there was at least a carload of the North Shore fish forwarded on each of the three weekly boats leaving St. John during last month (June) and early July.

It is noticeable that the European crisis has had a considerable effect on the Canadian as well as the American market, perhaps mostly because North Shore and Bay of Fundy salmon were being sold in Boston on the same basis of equality as the St. John harbor fish, while very little or no North Shore salmon was being sold in this city, thus keeping the prices higher here, where the fish are bought direct from the boats, than in Boston, where the dealers or merchants were necessarily obliged to pay the additional cost of the expense of shipping, etc.

Fishing Statistics for New Brunswick.

Statistics for April, 1915, show the value of the New Brunswick catch to have been \$102,844. Of this amount \$74,311 came from Charlotte County, \$25,052 from St. John County, and \$3,481 from Kent County. The alewife catch at St. John was valued at \$21,150.

Sardines represented the largest catch, 20,378 barrels, valued at \$61,919, being taken in the vicinity of Deer Island, while during April of last year (1914) only 45 barrels were caught, the corresponding month of this year having an increase of more than 20,000 barrels. Very few sardines, however, have been taken lately, owing to extremely bad weather.

The Fishery Department of New Brunswick recently lengthened the open season for taking lobsters from June 15 to July 1, as it is claimed that moulting does not take place until July. The young lobster moults four or five times during the first few weeks of its life, the body of the fish increasing in size with each moult, and it is estimated that during the first year the youthful lobster casts its shell a dozen or more times. As it grows older the moulting process becomes less frequent, and old lobsters, it is believed, moult only every two or three years. Moulting takes place generally in July and August, hence fishing in these months is restricted.

LAKE BOATS FOR COASTWISE AND FOREIGN SERVICE.

[Consul George S. Messersmith, Fort Erie, Ontario, Canada, July 29.]

The transfer of lake freighters to the coastwise and foreign carrying service (which was noted in COMMERCE REPORTS for Mar. 9 and May 20, 1915) is still progressing, and it is attended with some interesting details.

The Erie Railroad sold four of its boats, the *Oswego*, the *George F. Brownell*, the *Binghamton*, and the *McCullough*, to the Staten Island Shipbuilding Co. over a month ago. The *McCullough* was the only one able to pass through the locks of the Welland Canal, and it has arrived at Montreal with the overhang of the stern piled on the afterdeck. The *Oswego* has been cut in two in dry dock at Buffalo and bulkheaded, and is now ready to be towed in two parts to Quebec. The *Brownell* and *Binghamton* are in dry dock at Buffalo and will be similarly cut in two and towed to the coast.

It is stated that plans for the alterations to the steamer *Mohawk*, owned by the Western Transit Co., have been submitted to three lake shipbuilding concerns for bids. The *Utica*, *Milwaukee*, and *Chicago*, also of the Western Transit Co.'s fleet, are being measured to determine if they can pass through the Welland Canal. It is believed that the removal of the engines from these ships will enable them to pass through the canal.

Considerable alterations must be made in practically all the lake boats transferred to the foreign and coastwise trade. The deck houses on the lake boats are on the forward and afterpart of the ship. These must be removed and placed in the middle on account of the heavy seas which wash over the bow. The lake package freighters are usually loaded through the large side ports by trucks running from the dock into the ship. For coastwise and foreign service these large side ports must be closed and loading derricks installed fore and aft. The hatches on the lake boats are only 6 inches above the level of the deck and these on ocean boats are raised to 18 inches. The shifting of the deck houses to the center also necessitates a new arrangement of the hatches. The rudder and sternpost of the lake steamers must also be altered to meet the insurance requirements of the new service.

A considerable number of fine lake steamers are not available for transfer to other service on account of their width being too great for the present locks of the Welland Canal.

CONSTRUCTION WORK ABROAD.**ARGENTINA.**

[Consul William Dawson, jr., Rosario, June 19.]

Railway Construction.

It is reported that the Minister of Public Works is studying the possibility of constructing a system of light railways of the Decauville type in the Territory of Misiones. Either Posadas or Apostoles would be selected as the terminal, thus connecting the system with the Argentine North Eastern Railway, which traverses the southern extremity of the Territory between the two points named. With this exception Misiones possesses no railways. The Territory is the seat of the native "yerba mate" (Paraguay tea) industry, which is considered to have great possibilities. At the present time Argentina produces approximately 1,000,000 kilos (2,204,620 pounds) of "yerba" and imports about 52,000,000 kilos (114,640,400 pounds) from Brazil and Paraguay.

The Director General of Railways has been requested to prepare preliminary plans and estimates for the railway in question, which would be built by the Government.

It is announced that the new branch railway lines built by the Government from Pichinal to Oran, Province of Salta; Catamarca to La Cruz, Province of Catamarca; and Brache to Santa Rosa de Leales, Province of Tucuman, will be inaugurated provisionally on July 9, 1915.

CANADA.

[Consul Julius D. Dreher, Toronto, July 31.]

Reduced Expenditure on Roads in Ontario.

Last year the actual expenditure on road construction in Ontario was \$847,000, of which the Provincial Government contributed one-third. The estimates for this year provide for an outlay of only \$640,000, though this amount may be slightly exceeded. The counties entering upon road construction on the largest scale are York (in which Toronto is situated), Welland, Halton, and Oxford. Welland, which heads the list in this respect, set out in the spring to spend \$200,000 or more upon its roads during this year; but the highways department of the Province, which must approve of all road construction undertaken by the counties, called a halt because in a time of national emergency every municipality should avoid increasing the strain upon the financial resources of the Empire. It is stated that Welland will be limited to an expenditure of only \$100,000.

None of the other counties proposed sums too large to receive approval. The Provincial Government grant to the counties this year will be about \$230,000, based upon the one-third proportion of recent years. Under the new highways act the 40 per cent basis does not become operative until next year.

In June last the bank loans to Canadian municipalities amounted to \$46,889,816, that amount having been exceeded only once in the last 23 months. The large aggregate of bank loans to municipalities may serve to explain in part the caution displayed by the Ontario highways department.

CHINA.

[Consul General George E. Anderson, Hongkong, June 25.]

Hongkong Harbor Improvements.

The first step looking toward the ultimate improvement of the harbor of Hongkong along modern lines by governmental agency has been taken in the action of the legislative council of Hongkong in appropriating a small sum for dredging a portion of the harbor for a 30-foot approach to and berths alongside of a new wharf to be erected by the private corporation (the Hongkong & Kowloon Wharf & Godown Co. (Ltd.) which owns and controls the only modern wharf accommodations in Hongkong. About two years ago this company proposed to construct a new wharf for accommodation of vessels up to 650 feet in length and corresponding draft, but found that the approaches to their property would not admit of the berthing of vessels with over 28 feet draft. The matter was taken up with the colonial government at the time and was referred to the home government (London). As a result of the negotiations the colonial government has agreed to dredge two berths alongside the proposed wharf to a depth of 30 feet at lowest spring tide and to dredge 231,600 square yards of harbor as approach thereto. The work will be done by a government dredger which formerly was employed in the construction of the large typhoon shelter in the harbor.

The work is of importance chiefly in that it is the first work of the sort undertaken by the Government in this, one of the greatest shipping ports of the world. For several years there has been considerable agitation in British shipping and governmental circles in the Far East as to the necessity of improving portions of the harbor of Hongkong, not only in the way of the construction of modern wharfs and warehouses in addition to those now existing as the property of a private concern, but also in the way of deepening portions of the harbor which have been silted up somewhat and which otherwise can not properly handle the largest ships coming into the harbor, which, it may be well to add, are American and have to do directly with the cheap handling of American flour and other freight.

British shipping interests on the whole have been opposed to improvement at present on the theory that so long as Hongkong could care for vessels up to the maximum draft allowed by the Suez Canal there was no need for improvements which, when really undertaken, would involve immense expenditures and represent a radical departure in Hongkong affairs. The need of additional modern accommodations for ships and modern means of handling freight is being felt, however, and the increasing probability of embarrassment growing out of the use of the Panama Canal by large ships in the Hongkong trade is leading to action.

It is announced by the colonial government that the plans for the reclamation of a portion of the harbor along what is known as the "Praya East" by moving several hills into the sea (which was described in Daily Consular and Trade Reports for May 20, 1914) are expected to materialize at no distant date. The inauguration of the enterprise was stopped by the outbreak of the war in Europe.

DOMINICAN REPUBLIC.

[Vice Consul Juan M. Herrero, Santo Domingo, July 8.]

Aqueduct for the City of San Pedro de Macoris.

On April 23, 1915, a contract was entered into by the municipality of San Pedro de Macoris, Dominican Republic, represented by its syndic, and Francisco Escalona D' Castro, a contractor of San Juan, P. R., represented by Mr. Arturo Salas, whereby a concession was granted to Mr. Escalona, giving him or his assigns the right to use the streets, roads, parks, and other public grounds for the installation of an aqueduct to supply water to the city of Macoris. The duration of the contract is fixed at 50 years, the right being reserved to the municipality to acquire said aqueduct at the end of 15 years after payment of its value; and after 99 years the aqueduct will become the property of the municipality. The contract is now pending before the National Congress, and it is understood that as soon as the latter approves it, the work of installation will begin.

FRENCH INDO-CHINA.

[Consul Lawrence P. Briggs, Saigon.]

Contemplated Improvements in Saigon Harbor.

Saigon, like other ports of Indo-China, is nominally under the control of the central Department of Public Works, but by a decree of January 2, 1914, it was granted a certain degree of autonomy and a local administrative council. This Council of Administration, consisting of 12 members and assisted by the chief engineer of the Cochin China division of the Department of Public Works, has a separate budget and votes improvements and money subject to the veto of the governor of Cochin China. This council met for the first time on August 7, 1914.

The first task of the new council was to consider an extensive system of improvements for the harbor of Saigon, whose facilities are inadequate for the accommodation of its commerce. At a recent meeting the following program was agreed upon, to be put into operation as soon as possible:

1. The construction, in common with the navy yard, of a dry dock 300 meters (984 feet) long, at a cost of about \$1,600,000.
2. The installation of an electric towpath along the Canal of Derivation, from Saigon to Cholon (4 or 5 miles), at a cost of about \$200,000.
3. The acquisition of a floating crane, at a cost of about \$30,000.
4. The construction of docks for the mooring of small boats, at a cost of about \$20,000.
5. The construction of warehouses and an inclosing wall for the customs along the quay of Khan-hoi. The estimated cost of this work is fixed at \$30,000.

At its next meeting the council will decide upon a program of improvements for 1916.

[The facilities, improvements, and charges of the port of Saigon will be discussed in detail in Consul Briggs's annual review of the commerce and industries of his district, soon to be published as a supplement to **COMMERCE REPORTS.**]

NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 12.]

Building and Construction Notes.

Construction work in New Zealand is dull at present, and it is understood it will so continue until the close of the war in Europe.

There are many building and construction works in contemplation in different parts of the Dominion, especially at Auckland and Wellington, that are expected to materialize when conditions become normal. There are a few structures and enterprises under way and contemplated for the near future, as enumerated below.

New Bridge Over Ongarue River.

A 260-foot steel and concrete double-deck railroad and wagon-road bridge is to be constructed by the New Zealand Government over the Ongarue River. It is expected the work will be completed within 18 months.

New Refrigerating Plant.

The Christchurch Meat Co. (Ltd.), of Christchurch, New Zealand, are erecting an addition to their refrigerating plant in connection with their slaughterhouse at Wanganui at a cost of \$486,650, with a capacity of 200,000 sheep carcasses. It is of brick construction, and is to be ready for business by August, 1916. This is one of the largest meat companies in the Dominion.

New Garage at Wellington.

A \$30,000 reinforced concrete building is under construction at Wellington, New Zealand, for an up-to-date garage, being the fifth of the kind in that city. It is to be fitted up in the most complete manner, and will call for some machinery. The contractor is W. L. Thompson, Wellington, New Zealand.

New Hotel at Wellington.

An up-to-date hotel is being erected at Wellington, New Zealand, at a cost of \$30,000. It is to be fire and earthquake proof, and will have a hot-water heating plant. This will also call for a large amount of plumbing supplies, as all bedrooms are to be supplied with bathrooms. The contractors are Trevor Bros. (Ltd.), Wellington.

Auckland Office Building.

The New Zealand Insurance Co. is erecting an eight-story fire-proof steel-frame office building in Auckland at a total cost of about \$250,000. Three elevators will serve the public; and it is proposed to have it up-to-date in every particular. The company will occupy quite a portion of the building as offices. About 800 tons of structural steel will be used in the buildings. W. J. Grevatt & Son, Auckland, New Zealand, are the contractors.

Construction of Central Wharf at Auckland.

Work on the second section of the dock improvements at Auckland, New Zealand, will begin about September 1, 1915, which consists of what will be known as the Central Wharf, at an estimated cost of \$250,000. This is one unit of the port improvements that have been under way at Auckland since 1908, estimated to cost when completed upward of \$10,000,000. The work is being done by the Harbor Board of whom Harold D. Heather is chairman.

Condensed-Milk Factory.

The Nestles & Anglo Swiss Condensed Milk Co., of London, England, and Cham, Switzerland, has bought a site for a milk-condens-

ing factory near Palmerston, New Zealand, to cost about \$500,000. It is understood the company proposes to send out most of the material and machinery as well as men to erect and operate it. The only other condensed milk factory in this Dominion is located at Underwood, New Zealand, with a plant valued at \$243,325, operated by Murrays (Limited), which produce the noted "Highlander" brand.

PHILIPPINE ISLANDS.

[Manila Daily Bulletin, July 3.]

Construction of a Sanatorium—New Bridge.

Authorizing the president of the Philippine Anti-Tuberculosis Society to enter into a contract for the construction of its proposed sanatorium, and deciding in favor of the Balic-Balic site as the most advantageous and desirable for the erection of the buildings, the society yesterday morning voted to accept the report of its special committee, composed of Insular Treasurer Baldwin and Dr. Bautista.

From the Cedula, road and bridge fund, \$12,500 has been made available to the Department of Engineering and Public Works, for constructing the Pedro P. Roxas bridge and adjoining estero wall.

Improving Port of Cebu.

The work of improving the port of Cebu is being rapidly pushed by the Bureau of Public Works. The waterfront has been dredged to a depth of 19 feet from the market to the angle in the sea wall, and to 25 feet from the angle to the customhouse.

The dredge is now working in front of the new wharf lowering its depth to 30 feet. The area behind the new wharf and adjoining the United States Club is being filled in with dirt.

The asphalt for paving all the streets on the water front has arrived and is being laid as fast as weather conditions will permit.

This will make Cebu one of the best equipped ports in the Far East with her 3,000 feet of concrete sea wall with berths for 2 steamers drawing 30 feet of water, a 50-ton crane available for heavy lifts, and all asphalt paved street approaches.

The engineers in charge estimate that all the improvements now under way will be completed within the next two months.

WHEAT, OATS, AND BARLEY IN NEW ZEALAND.

The latest figures of the New Zealand Department of Agriculture place the 1914-15 wheat yield at 5,486,070 bushels, oats at 11,436,300 bushels, and barley at 599,755 bushels, or average returns of 28.94, 39.77, and 32.53 bushels per acre, respectively. Each of these totals is an improvement on the department's earlier forecast (see **COMMERCE REPORTS** for June 7, 1915). In transmitting this information Consul General Alfred A. Winslow, of Auckland, remarks:

There has been a gradual decline in production during the past seven years, due to some extent to increasingly dry weather, which seems to visit Australasia by cycles, and to overcropping of wheat, oats, or barley on the same land. It is generally understood that the acreage seeded to these crops this season will be much in excess of last year, so there may be a fair surplus of these grains for export.

MUSKRAT, IMPORTED INTO BOHEMIA, BECOMES PEST.

[Consul Charles L. Hoover, Prague, Bohemia, Austria, June 8.]

The common Norway migratory rat, which is found in practically all parts of the world, is common in Bohemia; but as most buildings are of brick or stone construction, and as board floors are but little used in stables, granaries, or similar buildings, nesting places are not so easily found as in the buildings on most American farms, and the number of rats is easily kept down by cats and dogs. Field mice are a much greater nuisance and do so much damage that it is frequently necessary to plow up entire fields on account of their burrowing. The farmers use poisoned grain to combat them, but this method is not wholly satisfactory as domestic fowls and animals are frequently killed by the poison.

By far the most dangerous pest is the American muskrat, which was introduced on the estates of Prince Colloredo-Mannsfeld in 1905, and since that time has distributed itself over the area within 100 miles of Dobruška, near Prague, where it was first liberated. It has followed the course of the Elbe and Moldau Rivers and their tributaries, and it is reported that it has even reached some of the tributaries of the Danube.

Muskrat Develops Evil Traits Abroad.

Like the rabbit in Australia and the English sparrow in America, the muskrat has developed a long list of evil traits of which it is apparently innocent in its native habitat. The streams in this region are controlled by dams and grassed banks, and fish culture in the ponds formed by the dams is a leading industry. The carp raised in these ponds form a very important part of the food supply of the country. But the muskrat undermines both the dams and banks so that they cave in, allowing the water to escape and with it, the fish. It is also stated that it works havoc among the river crabs and mussels, the former furnishing a large food supply and the latter the shell which supports important industries. Further, it catches fish, disturbs their feeding and spawning and, when other food is insufficient, it eats growing grain and vegetables and destroys the eggs of both wild and domestic fowl.

It is said that the muskrat attains a greater size here, and that the fur is greatly inferior to that of the American muskrat, so instead of being regarded, as in America, as a valuable fur-bearing animal of comparatively harmless habits, it is looked upon here as a real pest.

Agricultural Council Recommends Destruction.

The Agricultural Council of the Kingdom of Bohemia has not only recommended the destruction of the muskrat in every way possible, but it has made the digging out of the nests obligatory. Trapping and poisoning are among the means of extermination mentioned, and a special muskrat trap made by an American firm is recommended by the council.

American manufacturers of rodent poisons may communicate with the Praesidium des Landeskulturrates fuer das Koenigreich Boehmen, Prague, Bohemia, Austria, or with dealers, lists of whose names may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.

DECREASED YIELD FOR YEAR IN SCOTCH FISHERIES.

[Consul Rufus Fleming, Edinburgh, Scotland, July 21.]

The Scottish Fishery Board, in its report for 1914, states that the sea fish of all kinds landed within the year amounted to 7,440,321 hundredweight, of the value of \$15,614,340. This is a decrease in value as compared with the preceding year of \$3,840,549, and in quantity of 388,029 hundredweight. This result was obtained by 8,869 fishing vessels, manned by crews numbering 37,594. In 1913 there were 8,991 vessels, with crews numbering 38,262.

The herring catch of 1914 amounted to 4,383,265 hundredweight in quantity and \$6,516,467 in value, as compared with 4,449,323 hundredweight and \$10,160,005 in 1913. The average price per hundredweight received by fisherman was \$1.49, as against \$2.28 in 1913. The export of cured herring was 1,057,188 barrels, compared with 1,385,323 barrels in 1913.

The number of persons employed in the fisheries and various subsidiary industries in 1914 was 87,119. Of these, 37,594 manned the fishing fleet, 16,068 were gutters and packers of herrings, 11,211 were engaged in the carrying trade, and the remainder were engaged in other operations connected with the fishing industry.

The War as a Close Time.

In view of the fact that about 70 per cent of the sea fish landed in Scotland annually is taken from the North Sea, it was inevitable that any war which involved naval operations in that area would seriously affect the fish supply. The catch for 1914 therefore shows a large falling off from the standard of recent years. The report says:

Considering, however, that fishing operations were restricted for nearly half of the year, the decrease, as compared with the catch of 1913, is much less than might have been expected, and this is due to the fact that at the date when war was declared the catch of practically every species of sea fish showed a substantial increase over the preceding year's figures at the corresponding date; and had fishing operations pursued their normal course, the indications are that the year under review would have been a notably successful one.

The decrease is nevertheless sufficiently serious, and it is beyond question that the situation created by the war is bearing very heavily upon the fishing industry. Yet from a purely fishery point of view the war is perhaps not a wholly unmitigated evil, since it has established an effective close time over the greater part of the North Sea. Whether justified or not, the conviction has been growing in fishery circles that in consequence of the ever-increasing intensity of fishing operations in that area the grounds are being gradually impoverished. It is, of course, of vital importance that the stock of fish should be conserved, and various measures have been advocated from time to time with that object in view, among others the compulsory closing of sections of the North Sea; and if there is any virtue in this measure, there should be a marked increase in the productivity of the grounds when they are again opened to fishing.

It is certain that in normal circumstances it could have been put into force, if at all, only after protracted negotiations between the various countries interested, but the war has furnished a unique opportunity of putting it to the test, and its effect will be watched both by ichthyologists and practical fishermen with the keenest interest.

As a result of the trade-extension efforts of the Athens consulate general, a prominent commission firm in that Greek city has added American asphalt, electrical goods, metals, and machinery to the lines which it handles.

TRADE-EXTENSION WORK IN FRANCE.

[Consul William Bardel, Epernay, July 7.]

The fact that American goods are now much more in evidence in this district than they were formerly would indicate that the efforts of this consulate were not in vain; but direct proofs are only sparingly visible. The introduction of American hydraulic pumps and presses, the establishing of an agency at Rheims for American lubricating oil, the introduction of several machines for special purposes, and a few minor transactions between American exporters and merchants in this district may be credited to the labors of this consulate.

Since the war began the influx of American goods, except foodstuffs, has come to a standstill, and foodstuffs reach here only through agents at large commercial centers, principally Paris and Havre.

Specific results brought about through the efforts of this consulate may become more visible after the war is over, especially if the French Government should give the merchants of this district customhouses through which they can personally attend to their importations.

While this consulate sends commercial reports which might be of interest to American industry whenever a suitable occasion presents itself, and while, also, all commercial letters are being answered specific results can rarely ever be stated. The reason for this is that few, if any, American goods ever reach this inland district directly from the United States.

WHEAT CROP OF PORTUGAL.

[Consul General W. L. Lowrie, Lisbon, July 9.]

Portugal will import about 120,000 tons of wheat to supply the deficiency of the harvest year.* Owing to an excessive rainfall, the native crop is estimated at only 200,000 tons. The yield is average in the districts of Portalegre, Evora, and Beja, mediocre in Lisbon and Santarem, and poor in Ribatejo, Grandola, Alcacer do Sal, and S. Tiago da Cacem.

The average annual deficit of wheat in Portugal is 53,000 tons, although the country is able to produce a surplus under favorable conditions, such as prevailed in 1911, when the yield was 22,000 tons in excess of requirements. The annual importations since 1905 have been: 1905, 35,274,000 pounds; 1906, 154,323,000 pounds; 1907, 211,643,000 pounds; 1908, 110,231,000 pounds; 1909, 110,221,000 pounds; 1910, 132,277,000 pounds; 1911, 119,049,000 pounds; 1913, 346,125,000 pounds; and 1914, 249,122,000 pounds.

It is quite probable that Portugal could produce an adequate supply of wheat if more modern methods were introduced. The wooden plow of the Romans, the sickle, the flail, and the treading floor are employed generally. The low cost of labor (30 to 50 cents a day), the character of the country, and the poverty of the small proprietor are reasons for prevailing conditions.

*The Portuguese Government has authorized importation up to a total of 200,000 metric tons of wheat. See COMMERCE REPORTS for Aug. 4, 1915.

TOBACCO INDUSTRY STATE MONOPOLY IN TUNIS.

[Consul General A. Gaulin, Marseille, France, June 26.]

The manufacture and sale of tobacco in Tunis is a Government monopoly, and private imports are allowed only to the extent of 10 kilos (22.4 pounds) of manufactured tobacco per person per year. The rates of customs duty for these imports are, per 100 kilos (220.4 pounds): Cigars and cigarettes, \$694.80; chewing tobacco and snuff, \$289.50; smoking tobacco—from the Levant, \$482.50; from all other countries, \$289.50.

These rates apply, except as noted, to the imports from all countries indiscriminately. The importation of leaf tobacco by private persons is prohibited. Government imports are duty free. Imports of tobacco into the Regency during 1914 were:

Countries of origin.	Pounds.	Value.	Countries of origin.	Pounds.	Value.
Leaf tobacco.....	1,854,812	\$157,298	Manufactured tobacco—Con.		
Algeria.....	67,530	5,699	Algeria.....	76,646	\$12,612
Austria.....	187,825	5,373	Belgium.....	652	251
Belgium.....	205	193	Italy.....	617	469
Greece.....	322,702	29,130	Malta.....	14,559	4,348
Turkey.....	251,404	24,125	Switzerland.....	6,627	1,312
Germany.....	45,139	4,825	Greece.....	7,864	811
Russia.....	36,398	2,993	Germany.....	86	15
United States.....	943,695	84,960	Holland.....	34,200	12,082
Manufactured tobacco.....	196,888	45,610	Egypt.....	189	58
France.....	55,448	13,652			

The imports of manufactured tobacco consist chiefly of cigarettes. The consumption of cigars is much smaller than that of cigarettes. Pipe smoking is almost exceptional. Chewing tobacco is not used to any considerable extent. The total production of manufactured tobacco in the country averages about 1,400 metric tons annually.

Owing to the Government monopoly it is impossible to arrange for the manufacture of tobacco by private parties. In order to introduce American-manufactured tobacco in the regency it would be necessary to submit offers to Monsieur le Directeur de la Régie Tunisienne (Monopole des Tabacs), at Tunis.

LIVE STOCK DECREASES IN IRELAND.

[Consul Hunter Sharp, Belfast, July 10.]

The Department of Agriculture and Technical Instruction for Ireland has issued a statement showing the live stock in Ireland on June 1, 1914 and 1915:

	June 1, 1914.	June 1, 1915.
Horses:		
Used for agricultural purposes.....	393,646	356,460
Unbroken, 1 year old and upward.....	96,790	76,680
Under 1 year.....	55,933	53,964
Cattle.....	5,051,645	4,844,386
Sheep.....	3,600,581	3,599,519
Pigs.....	1,305,638	1,205,085
Poultry.....	26,918,749	26,041,017

EXPORT GOODS MUST BE AS REPRESENTED.

[Consul General E. D. Winslow, Copenhagen, Denmark, July 13.]

A large quantity of merchandise, food products, provisions, and grain have lately been purchased by Danish merchants direct from the United States for the first time in their business career. The war situation has made the experiment necessary.

The Danish concerns have heretofore bought through agents or middlemen from adjacent countries. Their method of dealing with America has been similar to their dealings with firms in neighboring countries. If coffee be purchased, the seller is required to send a sample and the buyer accepts the offer subject to its conforming to sample.

Now many Danish importers are complaining that they have bought and paid for at the American seaport goods according to sample, and that the goods on arrival were not up to grade. I have been asked to be present at the sampling of a consignment of coffee which experts, appointed by the commerce court, declared to be very inferior to the sample.

I also attended the sampling of a shipment of tobacco sold by sample which the experts declared unfit for use. The buyer bought by sample tobacco cuttings, but the goods shipped could not be classified. In both these instances the buyer paid for the goods in New York when they were placed on shipboard.

These happenings are unfortunate and hurt trade. It is suggested to American exporters of perishable and semiperishable goods that if they are sold by sample they carefully pack a sample with the goods shipped, or, if possible, retain in their possession a part of the sample by which their goods are sold, so that if goods arrive not in conformity with sample held here by buyer the American seller can show that the damage must have occurred in transit.

In the cases mentioned lawsuits will result and timidity is engendered among Danish importers. Only goods actually needed are purchased at present, as American terms are so severe (cash on delivery at the ship's side), and the chance of loss if goods are not up to sample is very great.

CRYOLITE COMES FROM GREENLAND.

Cryolite is not produced in the United States, the entire supply used being imported from Ivigtut, an Eskimo hamlet, on the southern coast of Greenland. Our imports in 1914 were 4,612 tons, average value \$20.47.

Cryolite is a sodium and aluminum fluoride that crystallizes in the monoclinic system. It is an important ore of aluminum, and is used in the manufacture of alum, sodium hydrate (for making soap), sodium carbonate, and other salts. It is also employed in making opaque white glass, sometimes called hot-cast porcelain, which is said to be prepared by fusing together 100 parts of silica, 35 parts of cryolite, and 15 parts of zinc oxide.

VALENCIA WINE GRAPES AND DENIA RAISINS.

[Consul Claude I. Dawson, Valencia, Spain, July 16.]

There is, apparently, a very doleful prospect ahead for the 1915 wine and raisin crops. Atmospheric conditions are to blame. The situation is concisely stated in a late press comment as follows:

The weather could not be more unfavorable for the agriculturist. Just as he was freed from the disastrous effects of drought a new calamity more ruinous than water scarcity made its appearance. Hardly a day passes without some abnormal atmospheric phenomena, followed by a humid hot temperature which promotes the rapid development of cryptogamic diseases in vineyards and orchards.

Mildew, black rot, and odium have spread among the vineyards to an alarming degree, destroying in a few weeks the earlier hope of a good crop based on timely copious rainfall.

Mildew is more or less present among the vines every year and at all seasons, but its influence is largely neutralized by the dry, hot land breezes—"terrales" or "ponientes," as they are called—which periodically sweep seaward from the interior plains. These have been singularly lacking this season, the rainfall has been exceptionally heavy and continuous, and the atmosphere humid and hot. Not since 1888, according to local authorities, have vineyards contended with such severe conditions. Mildew appeared in a bad form in the summer of 1912, but its effects were minimized by prevailing land breezes. It was even more prevalent in 1913, when new fields, planted with American stock, were attacked. In 1914 mildew and phylloxera caused 60 per cent loss in the wine crop and cut the raisin yield almost in half. (See Daily Consular and Trade Reports of Dec. 24, 1914.)

Writing in the daily press of July 6, the agronomic engineer of the Valencia district says: "The actual situation of Valencian vineyards is as follows: Phylloxera everywhere; intense general invasion of mildew, which has attacked the grapes as well as the vine; reappearance of odium in regions which have escaped it for many years; extended ravages of black rot; and considerable damage from insects." Although it is too late to minimize the damage, he recommends prompt measures to save part of the crop and prepare the plants for next season, using the Bordeaux formula (sulphate of copper, quicklime, and water), followed by sprinkling with a dry mixture of sulphur and sulphate of copper, treating the entire plant, including young shoots, leaves, grapes, and trunk.

The ill success attending the wine industry during recent years has doubtless produced a spirit of indifference among growers with respect to vine cultivation. Not only has it been difficult, nay impossible, to escape the plagues which cut down production, but the commercial outlets are constantly diminishing. In some localities vineyards, known to be infected with phylloxera, are uprooted entirely or cultivated indifferently pending the maturity of almond or carob trees planted among them, those fruits, like grapes, being peculiarly adapted to the hilly semiarid calcareous soils where the vines have been cultivated from time immemorial.

Reports from the Denia raisin district indicate that the muscatel grapes are suffering severely from the conditions above outlined,

and as a consequence the crop this season is likely to fall below that of 1914, which was only 13,543 metric tons (2,204.6 pounds to the ton).

WATER POWERS ON THE NIPIGON RIVER.

[Consul Henry P. Starrett, Fort William, Ontario, Canada, July 28.]

It is reported that the water power of the Nipigon River—which stream has its outlet on the north shore of Lake Superior in the Thunder Bay district of Ontario—is one of the largest and best of the undeveloped accessible water powers in the Dominion of Canada. The total descent is said to be 250 feet, of which nearly 175 feet could probably be utilized. The Hydroelectric Commission of the Province of Ontario made the following report as to the head and power available at different localities along the river:

Locality.	Head.	Estimated low-water flow.	Minimum 24-hour power.
	<i>Feet.</i>	<i>Cu. ft. per sec.</i>	<i>Horsepower.</i>
Cameron Rapids	39.0	5,500	19,500
Splitrock	15.0	5,500	7,500
Island Portage	9.5	5,500	4,750
White Chute	12.0	5,500	6,000
Victoria Rapids	10.0	5,500	5,000
Camp Miner Rapids	7.0	5,500	3,500
Virgin Falls	25.0	5,500	12,500
Flatrock	38.0	5,500	19,000

Suggested Power-Station Sites.

The report further states:

The Nipigon River is the largest stream entering Lake Superior and its drainage basin covers an area of over 6,000 square miles in a rocky district, where the average annual rainfall probably exceeds 20 inches. Lake Nipigon could also be converted into an excellent storage basin at a relatively small expenditure, permitting the regulation of the flow and rendering it possible largely to increase the rate of flow above the minimum figures given in the report of the commission.

At the present time the nearest large centers of population are at Port Arthur and Fort William. The distance from Port Arthur to the Canadian Pacific Railway bridge over the river is a little under 66 miles. A power plant at Cameron Pool would be 14 miles and one at Virgin Falls would be about 30 miles north of the railway, and each would be about 85 miles from Port Arthur.

The Nipigon River powers will probably best serve pulp and paper mills or electric smelting plants situated somewhere on Nipigon Bay, where the shores give excellent opportunity to establish good wharf facilities.

Supply of Pulp Wood Almost Inexhaustible.

In this connection it is important to note that the Nipigon district contains an almost inexhaustible supply of good pulp wood, large quantities of which are being constantly shipped to pulp mills in the United States. In consideration of the supply of raw material, the available water power, and its shipping facilities, it would appear that an almost ideal site exists here for the establishment of a large pulp or paper mill. In 1912 a Toronto syndicate planned to develop such a mill on the Nipigon River, but the business depression of 1913 forced them to abandon their plan for the time being.

AMERICAN SHIPPING INCREASE THROUGH TAMPICO.

[Vice Consul Thomas H. Bevan, Tampico, Mexico, July 27.]

Since the passage of the act of August 18, 1914, entitling foreign-built vessels owned by American capital to obtain American registry, there has been a great increase in the American shipping through this port. The Standard Oil Co. of New Jersey has recently placed 16 of its German oil-carrying steamers engaged in the Tampico trade under the American flag; the Petroleum Transport Co. has placed its 6 big British-built tankers under the American flag; and the Texas Oil Co. has also changed the flags of 4 barges and 1 tanker from the Belgian to the American flag. Several other companies have purchased foreign-built ships and placed them under the American flag. The Freeport & Tampico Fuel Oil Transportation Co. purchased the old Dutch tanker *La Hesbayne*, and the Pierce Navigation Co. purchased the *Harry Wadsworth*, and put them under the American flag for the Mexican trade.

Several of the other American companies owning tankers under the British flag are waiting to see the results of the new shipping bill before changing over to the American flag. The New York & Cuba Mail Steamship Co. has placed the American flag on all of its cargo-carrying steamers that formerly flew the Cuban flag.

All these ships have been running regularly to Tampico for a number of years. The following statistics show the great increase in American shipping through this port during the past two years. During the fiscal year 1910-11 only 50 American ships entered and cleared from the port of Tampico; during 1911-12 this number was increased to 78; during 1912-13 it went to 173. This increase was caused by the scarcity of foreign oil ships, which compelled the American oil companies to take the American-built ships from the coastwise trade and put them in the Mexican trade. During the year 1913-14 the number dropped back to 144, with a tonnage amounting to 216,489 tons. This drop was due to the unsettled political conditions in Mexico and the high freight rates caused by the European war, which diverted a number of oil ships from this trade.

During the past fiscal year (1914-15) 393 American ships, with a tonnage amounting to 1,151,969 tons, entered and cleared from this port. As the effects of the new shipping bill were not felt until the latter part of the year, it is probable that over 500 American ships will call here during the present fiscal year. The Petroleum Transport Co., a subsidiary of the Huasteca Petroleum Co., has just contracted for building three additional tank steamers of 55,000, 70,000, and 90,000 barrels carrying capacity, respectively. These ships are being built by the Harlan & Hollingsworth Co., William Cramp & Sons, and the New York Ship Building Co., and are being constructed in American yards, so that they will be able to engage in the coastwise trade, a privilege which its other tank steamers do not have, owing to the fact that they were built in foreign yards.

India's railways—steam and electric—with big folder map, are fully described in the new India Hand Book, for sale at the nominal price of \$1 by the Superintendent of Documents, Washington, D. C.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Wall paper, shoes, etc., No. 17817.—A firm in Siberia informs an American consular officer that it desires to receive catalogues, price lists, and full information from American manufacturers and exporters of dry goods, footwear for women, wall paper, etc.

Yarns, No. 17818.—An American consular officer in England reports that a firm in his district has expressed a desire to be placed in communication with American manufacturers of ramie yarns 2/32 and 3/50 metric counts, suitable for the manufacture of incandescent mantles.

Telephone system, No. 17819.—An American consular officer in the Far East has transmitted a report, together with blue prints, specifications, etc., relative to an opportunity for the installation and supply of equipments for a telephone system. A copy of the report may be had on application, and the blue prints, etc., may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Lumber, No. 17820.—One of the commercial agents of the Bureau of Foreign and Domestic Commerce in Brazil reports that a business man in that country desires to represent American exporters of yellow pine. References are given.

Electric fans, No. 17821.—An American consular officer in India reports that an electrical engineer in his district desires to be placed in communication with an American manufacturer of electrical goods used in hotels and office buildings, particularly electric fans. The man is about to furnish the electrical equipment for a large hotel, and also desires to submit bids for other buildings. Catalogues and full information should be sent at once. The man is willing to pay cash against documents in foreign country. Correspondence may be in English.

Window sashes, door frames, etc., No. 17822.—A business man in Brazil informed one of the commercial agents of the Bureau of Foreign and Domestic Commerce that he desires to communicate with American manufacturers of yellow pine, window sashes, and door frames. These sashes and door frames should be made according to his specifications. He desires 90 days' credit.

Tobacco pouches, No. 17823.—An American consular officer in Uruguay reports that a tobacco importer in his district desires to buy rubber tobacco pouches, and asks that samples, prices, etc., be sent at once. Correspondence is preferred in Spanish.

Lumber, No. 17824.—A firm in Russia has requested an American consular officer to supply the names and addresses of American exporters of mahogany and walnut. The firm desires to act as agent. Correspondence may be in English. References are given. Weights, measures, etc., should be stated in Russian equivalents and quotations should be made c. i. f. Vladivostok.

Bent-wood chairs, No. 17825.—One of the commercial agents of the Bureau reports that a firm in Brazil desires to establish commercial relations with American manufacturers of bent-wood chairs and settees and theatrical chairs and seats.

Jute bags, No. 17826.—A firm of manufacturers in Greece writes an American consular officer that he desires to receive cable quotations from American exporters of jute bags, to be used as containers for currants and figs. Prices should be quoted for 1,000 bags and, if possible, be made c. i. f. destination. Communications may be in English.

Photographic supplies, No. 17827.—An American consular officer in Italy reports that he believes that photographers in his district might be interested in American cameras and photographic supplies. Catalogues, price lists, and full information should be sent to the consular officer.

Rosin, No. 17828.—One of the commercial agents of the bureau reports that a firm in Brazil desires to secure rosin direct from the United States in

schooner cargoes, if it can arrange for credit of 90 days after arrival of the shipment. The firm states that it now has orders for 2,000 barrels, and can guarantee to handle between 15,000 and 25,000 barrels per annum. The firm offers any bank in its home city as reference.

Traction engines and cars, No. 17829.—An American consular officer in Indo-China reports a market for the sale of small steam traction engines and cars.

Envelopes, No. 17830.—An American consular officer in Italy would like to receive samples, prices, etc., of window envelopes.

Electrical supplies, etc., No. 17831.—An electric tram company in Greece has advised an American consular officer that it is in the market for electrical supplies, especially "engrenages" and "pignons" (large and small cog wheels). Catalogues and full information should be sent at once. Correspondence should be in French.

Cottonseed meal, No. 17832.—A dealer in stock and poultry foods in South Africa informs an American consular officer that he is interested in American cottonseed meal. He desires to receive the average analysis of the meal for the purpose of comparing with local foodstuffs. Samples and full information should be sent at once. Quotations are desired f. o. b. New York or c. i. f. destination.

General agency, No. 17833.—An American consular officer in the Netherlands reports that a well-known firm of importers in that country desires to represent American manufacturers and exporters on a commission basis, but is willing, under certain conditions, to buy on its own account. The firm does not specify any particular line. Bank references are given. Correspondence may be in English.

Glass shades, etc., No. 17834.—An electric company in England informs an American consular officer that it is in the market for glass shades for electric lights; also glass disks for electric-light pendants.

Candies, etc., No. 17835.—An American consular officer in England reports that a business man in his district wishes to be placed in communication with American manufacturers and exporters of candies, preserves, and confectionery lines. References are given.

Cotton goods, No. 17836.—A manufacturer's agent in South Africa advises an American consular officer that he wishes to know whether American manufacturers can produce cotton cloth similar to the samples, which may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices, for 9 or 10 cents per yard.

Hand bags, No. 17837.—A firm in England informs an American consular officer that it desires to form relations with American manufacturers of medium and high class leather and silk hand bags for women. Reference is given.

Machinery, No. 17838.—An American consular officer in Australia writes that a firm in his district is anxious to communicate direct with manufacturers of labeling machines, such as are used for bottle labels; also with manufacturers of paper envelopes used for packing bottles for shipment. The firm wishes to communicate with manufacturers of amber-colored bottles and machines for washing bottles.

Box shooks, No. 17839.—One of the commercial agents of the Bureau of Foreign and Domestic Commerce reports that a company in Brazil desires to receive c. i. f. quotations on box shooks. It desires to receive samples of shooks made of Washington and Oregon soft woods.

General agency, No. 17840.—The commercial agent of the Bureau of Foreign and Domestic Commerce in Chicago reports that a business man in that city proposes to form an export company with a view to promoting commercial relations between the United States, Finland, and Russia. The man expects to associate with men who have had extensive experience in business lines in foreign countries and the United States. References are given.

Box shooks, No. 17841.—A large fruit preserver in Brazil informs one of the commercial agents of the Bureau that he desires to receive c. i. f. quotations on box shooks made of Washington and Oregon soft woods.

Box material, No. 17842.—An American consular officer in Brazil reports that a firm in his district desires to communicate with American manufacturers of wooden boxes with a view to supplying material. Three samples of the wood may be examined at the Bureau or its branch offices. Sample No. 1 is Brazilian pine, and is quoted at \$165 per cubic meter c. i. f. New York; sample No. 2 is white pine, quoted at \$170 per cubic meter c. i. f. New York; and sample No. 3 is cedar, quoted at \$190 per cubic meter c. i. f. New York. The wood is used largely for making cigar and perfumery boxes. In placing orders, the inside measurements of boxes and thickness of wood desired should be clearly stated.

Laboratory supplies, No. 17843.—An educational institution in Colombia informs an American consular officer that it desires to receive catalogues, price lists, and full information relative to instruments, furniture, chemicals, etc., for a new laboratory. Quotations should be made f. o. b. New York. This opportunity should have immediate attention.

Steel joists, No. 17844.—An American consular officer in England reports that a firm in his district desires to communicate with American manufacturers and exporters of steel joists.

Oil of copaiba, No. 17845.—A business man in Brazil informs an American consular officer that he is in a position to supply about 22,000 pounds of oil of copaiba per annum. This commodity is selling at from 40 to 45 cents per kilo, f. o. b. shipping port. Samples of this oil may be examined at the bureau or its branch offices. References are given.

Household devices, No. 17846.—An American consular officer in England reports that a firm in his district desires to hear from American manufacturers of domestic and household goods, such as kitchen utensils, labor-saving devices, hardware, etc. The firm desires to act as an agent.

Lumber and railway supplies, No. 17847.—One of the commercial agents of the bureau reports that the superintendent of a tramway and power company in Brazil desires to receive c. i. f. quotations on seasoned white ash, 4 by 4½ by 10 feet; seasoned white oak of the same dimensions; and first and second-grade white ash and white oak boards 4 by 4 feet. The timber must be thoroughly dried. The man also desires to receive catalogues relative to car fixtures and railway supplies.

Cotton goods, No. 17848.—A firm in an insular possession writes that it is anxious to import American cotton goods. The principal lines desired are white and khaki drill, zephyr (white and unbleached), cheap printed colored goods, kangas, etc., all kinds of cotton goods for Indians and natives. Samples and prices should be sent at once. Quotations should be made c. i. f. destination. Reference is given.

Chemicals, drugs, etc., No. 17849.—An American representative of a firm in Brazil desires to make agency connections with American manufacturers of a few proprietary articles, drugs, chemicals, and sundries. The representative of the foreign firm believes that there is a favorable opportunity for the development of a market for such goods in Brazil.

Lumber, No. 17850.—One of the commercial agents of the Bureau of Foreign and Domestic Commerce reports that a firm in Brazil desires to receive samples and c. i. f. quotations on seasoned white ash 4 by 4½ by 10 feet, and white oak 4 by 4½ by 10 feet; first and second grade white ash and white oak 4 by 4.

Waterworks supplies, No. 17851.—Sealed tenders, addressed to the city treasurer of Drumheller, Alberta, Canada, will be received until August 16, 1915, for the following contracts: Supply of about 1 mile of 6-inch and 4-inch steel or cast-iron pipe; supply of valves and hydrants; supply of one H. R. T. boiler and stack; supply of duplex pump; supply of materials for 30,000-gallon wood tank and housing; and all labor and certain materials for laying water mains, sinking an open well, constructing pumping station, and erecting wood tank and housing. Tenders must be accompanied by an accepted check for 10 per cent of the amount of the tender. Plans and specifications and other information may be obtained at the offices of the consulting engineer at Calgary, Alberta. The Bureau has no further information on this opportunity.

Provisions, drugs, textiles, etc., No. 17852.—A business man in Colombia, who has had 23 years' experience as an agent, states that he is desirous of

representing American manufacturers and exporters of provisions, chemical preparations, drugs, silk and cotton goods, millinery, perfumery, glassware, hardware, etc. References are given.

Copper tubes and machinery, No. 17853.—One of the commercial attachés of the Department of Commerce writes that he has information relative to a possible opportunity for the sale of a quantity of copper tubes. He desires to receive names and addresses of manufacturers and exporters of these tubes. He also desires to receive full information relative to punching and drilling machinery of all kinds used in shipyards.

Ipecac root, No. 17854.—An American consular officer in Brazil has transmitted samples of ipecac root and states that a business man in his district desires to communicate with American importers of this medicinal root. References are given. The samples may be examined at the Bureau or its branch offices.

Snap buttons, etc., No. 17855.—A firm in the United States informs the Bureau that one of its correspondents in Denmark wishes to form commercial relations with American manufacturers of snap buttons, dress shields, and elastics. Samples of the snap buttons may be examined at the Bureau or its branch offices. The man desires to represent manufacturers only, but may be induced to buy on his own account.

Paper, No. 17856.—One of the commercial agents of the Bureau writes that a business man in Brazil desires to receive samples, c. l. f. prices, etc., on American-made paper. A ninety-day credit term is desired. Bank references are offered.

AMERICAN PURCHASES FROM BELFAST.

[Consul Hunter Sharp, Belfast, Ireland, July 10.]

The declared exports from Belfast to the United States, exclusive of returned American goods, for the first six months in 1915 totaled \$7,544,600, compared with \$8,349,800 for the corresponding period in 1914 and \$7,777,720 in 1913.

Manufactures of flax, which form 84 per cent of the total, dropped \$790,812, while cotton goods amounted to \$324,058, a decrease of \$124,782. The only important item of flax manufactures showing an increase is that classed as "fabrics, not plain woven," which for the first six months of 1914 amounted to \$964,482, and for the like period of 1915, \$1,392,305.

The gain in flax fiber of \$111,305 over 1914 is due to the rise in prices, some qualities in June, 1915, being quoted at double the price of June, 1914.

Exports to the United States of whisky decreased from \$84,070 to \$62,408; ginger ale, from \$29,415 to \$26,644; while paper stock increased from \$40,925 to \$62,069.

Comparative six months' shipments of flax and flax manufactures were as follows:

Articles.	1914	1915	Articles.	1914	1915
Flax:			Thread—		
Not hackled.....	\$24, 120	.....	From yarn not finer than 5 lea.....	\$73, 820	\$1, 230
Hackled.....	435, 183	\$574, 645	From yarn finer than 5 lea.....		
Nolls.....	15, 084	8, 278	Woven flax articles n. s. p. f.....	1, 812, 621	1, 112, 262
Tow of.....	4, 066	6, 844	Yarns—		
Flax manufactures of:			Not finer than 8 lea..	10, 204	2, 174
Embroideries and laces.....	132, 487	31, 920	Finer than 8 lea and not finer than 80 lea.	152, 187	59, 016
Fabrics, plain woven.	3, 181, 436	3, 077, 356	Finer than 80 lea....	32, 610	37, 261
Fabrics, not plain woven.....	964, 482	1, 392, 205			
Handkerchiefs:					
Not hemmed or hemmed only...	22, 954	30, 268			
Hemstitched.....	265, 182	218, 959			
Embroidered.....	487, 226	323, 566			

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 2548.—Sealed proposals, indorsed "Proposals for Magazine Buildings," will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 11, 1915, for constructing one steel-frame shell house, with plastered walls, and two brick magazines, with steel roof trusses, at the Naval Magazine, Puget Sound, Wash. Plans and specifications may be obtained on application to the Bureau or to the Commandant of the Navy Yard, Bremerton, Wash.

Dredging, No. 2549.—Sealed proposals will be received at the United States Engineer's office, 401 Customhouse, San Francisco, Cal., until August 31, 1915, for dredging in Oakland Harbor, Cal. Information on application.

Electric motor, No. 2550.—Sealed proposals will be received at the office of the Coast and Geodetic Survey, 205 New Jersey Avenue SE., Washington, D. C., for furnishing one 5-horsepower electric motor. Specifications and full details may be obtained by addressing the above office.

Wooden-frame windows, No. 2551.—Sealed proposals will be received at the Department of Interior, Washington, D. C., until August 18, 1915, for the replacing of wood-frame windows in monitors and gables of the Pension Office Building, Washington, D. C., with metal sash and frames and wired glass; together with electric operating devices for the new windows in accordance with plans and specifications, copies of which may be obtained on application to the chief clerk of the Department.

Construction work, No. 2552.—Sealed proposals will be received until September 7, 1915, in the Supervising Architect's Office, Treasury Department, Washington, D. C., for the clearing of site and construction complete (including mechanical equipment and approaches) for the United States post office and courthouse at Charlotte, N. C. Drawings and specifications may be obtained from the Custodian at Charlotte, N. C., or at the above office.

Panama Canal supplies, No. 2553.—Sealed proposals will be received at the office of the General Purchasing Officer of the Panama Canal, Washington, D. C., not later than the 13th of August, 1915, for furnishing, by steamer, free of all charges, on dock at either Colon (Atlantic port), or Port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama, for the following articles: Track turnouts, steel rail, lamp-posts, dredge buckets, spring plates, brake-shaft brackets, copper wire, electric cable, zincs, condulets, wood molding, chisels, hammers, hatchets, adzes, saws, saw frames, anvils, vises, wrenches, stocks and dies, pipe cutters, drills, bits, taps, reamers, drill sockets, files, tender hose, rubber strips, tag board, paving brick, and lumber. Circular 956.

Construction work, No. 2554.—Sealed proposals will be opened in the Office of the Supervising Architect, Treasury Department, Washington, D. C., on September 2, 1915, for the construction complete (including mechanical equipment, lighting fixtures, and grading) of the steerage barracks and storehouse for the United States quarantine station at Portland, Me. Drawings and specifications may be obtained from the custodian at the quarantine station or at the above office.

Repair work, No. 2555.—Sealed proposals will be received at the office of the lighthouse inspector, Buffalo, N. Y., for furnishing repairs to brickwork of tower at Braddock Point Light Station, near Hilton, N. Y. Blank proposals and particulars may be had by addressing the above office.

Press shop, No. 2556.—Sealed proposals will be received at the Watertown Arsenal, Watertown, Mass., until August 20, 1915, for the construction of a press shop at the above place. Further information on application.

Construction work, No. 2557.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until September 27, 1915, for the construction complete (including mechanical

equipment and approaches) for the United States post office and courthouse at Tulsa, Okla. Drawings and specifications may be obtained after August 15, 1915, from the custodian of the site, Tulsa, Okla., or the Supervising Architect's Office.

Panama Canal supplies, No. 2558.—Sealed proposals will be received at the office of the General Purchasing Officer of the Panama Canal, Washington, D. C., on August 20, 1915, for furnishing, by steamer, free of all charges, on dock at either Colon (Atlantic port) or Port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama, the following articles: Steel reinforcing bars, bronze wire cloth, screws, cotter, screw eyes, cup hooks, staples, cable clips, tacks, hasps, hinges, night latches, chain blocks, snatch blocks, tackle blocks, steel cargo trucks, grindstones, stable brooms, floor brushes, buckets, oil cans, ladders, life preservers, blow torches, anchor lights, window glass, pipe-cutter wheels, awning pulleys, steel tapes, rules, lantern globes, oars, tool handles, mop handles, mop heads, packing, oakum, crayons, twine, wrapping paper, index cards, and lumber. Circular 953.

SMALLER ARGENTINE CORN CROP PREDICTED.

[Consul William Dawson, Jr., Rosario, June 22.]

The Argentine corn crop, which official estimates placed as high as 8,592,000 metric tons (against about 6,684,000 tons in 1913-14), is now generally considered much smaller. The forecast of 8,592,000 tons was based on an estimated average yield of 2,012 kilos per hectare (32 bushes of 56 pounds each per acre). As respects the rich corn belt around Rosario, a high yield was obtained in certain districts on new soil; the maximum on other soil is reported to have been 40 bushels per acre and the yield on many farms was only 18 bushels.

This would, according to local opinion, bring the general average for the entire country considerably below the original estimate of 32 bushels. Persons who should be well informed talk of a crop of 5,000,000 to 6,000,000 tons, although it should be noted that these figures were given following a drop in the market attributed in part at least to overoptimistic official reports.

In order to relieve farmers from the necessity of realizing their harvest at a ruinous price a delegation from Rosario visited Buenos Aires bankers in the hope of securing financial assistance. The vice president of the Banco de la Nación made an investigation of conditions in the Rosario corn district, and the bank has announced its intention of aiding farmers through its numerous branches.

THE CINEMATOGRAPH IN LEEDS.

[Consul Homer M. Byington, Leeds, England, July 19.]

It is estimated that \$1,216,625 is invested in the cinema business in Leeds. In proportion to population the city is said to have more motion-picture houses than any other in the United Kingdom. Although about 70 such theaters are in operation, others are contemplated. It is estimated that 60,000 persons daily visit these picture houses, which have suffered little from the war. There are a dozen film lenders (firms buying films outright and hiring them to exhibitors) in the city, and three of these maintain bijou theaters where private shows are given for the benefit of prospective film purchasers.

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1915

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RUSSO-SWEDISH RAILWAY COMMISSION APPOINTED.

[Secretary of American Legation Jefferson Caffery, Stockholm, Sweden, July 9.]

The Swedish Government announces the appointment of Gustaf Dalberg, a civil engineer, and Otto Linton, professor in the Technical High School, as Swedish members of the commission that is to settle various matters in connection with the project for completing the railroad that is to connect the Swedish and Finnish railway systems on the frontier south of Haparanda. The Russian commissioners are Mr. Sakhansky, civil engineer, and Arvid Gruner, railway director.

[Reports on the railway project referred to were published in *COMMERCE REPORTS* for May 24 and June 10, 1915.]

PORT FACILITIES IN CURAÇAO.

[Consul H. C. von Struve, Curaçao, Dutch West Indies, June 30.]

The harbor of Curaçao consists of two parts, the channel and the inner harbor, known as the Schottegat. The channel at its entrance, for a width of about 165 feet, has a depth of 30 feet and more, and the Government is now at work deepening the entrance to 36 feet over a width of 262 feet. [See *COMMERCE REPORTS* for July 3, 1915.] From the entrance to the Schottegat, a distance of 1,650 yards, the channel has a minimum depth of 30 feet over a width of at least 300 feet. In the Schottegat there is an area of approximately one-fourth square mile that is deep enough to furnish anchorage for any vessel that may enter the harbor.

Along both sides of the channel there are 4,900 feet of docks at which the water has a minimum depth of 30 feet. Of these 590 feet are owned by the Government and the balance by private interests. In the Schottegat there is a privately owned wharf 590 feet long, with a water depth of 30 feet. In front of all these docks the water deepens rapidly within a few feet of the edge of the docks.

Fuel and Water Supply.

Two companies keep on hand a supply of the best grades of American steam coal for sale to boats calling at this port. This coal sells now for \$5.65 per ton placed in the vessel's bunkers. Coal-

ing is done either direct from the piers or from lighters, and is done rapidly. About 8,000 to 10,000 tons of coal are usually kept on hand. The annual sale of coal amounts to about 55,000 long tons.

Fuel oil is not kept in stock. Of gasoline 3,000 to 4,000 gallons of first quality motor gasoline are usually kept on hand.

Distilled water is furnished for boilers and rain water for drinking purposes. The price of each varies according to the rainfall. At present it is \$0.60 per ton (250 gallons) for distilled water and \$1.80 per ton for rain water, delivered on the vessel. This is perhaps somewhat below the average price. Of the distilled water there is always an abundant supply. S. E. L. Maduro & Sons have a monopoly of the water supply. They pump the water to the vessel either from the pier or from water boats; of the latter they have three, with a capacity of 150 tons each. They deliver about 25 tons per hour from each boat.

Ship's Provisions.

Canned goods of American and Dutch manufacture can usually be obtained in abundance. Fresh food, such as meat, fish, fruits, and vegetables, can be obtained only in limited quantities. Their quality is about the same as usually found in tropical ports. Chickens and eggs as a rule are not plentiful, still they can be obtained in small quantities.

Prices are reasonable; at present meat costs \$0.14 to \$0.16 per pound and flour \$8.20 per barrel. As most food products are imported, prices depend largely on market quotations in the United States. The import duty on most food products is 3 per cent ad valorem; on canned fruits 10 per cent ad valorem.

Pilot and Other Regulations.

All merchant vessels entering or leaving the harbor are required to call the pilot. Across the channel near the entrance there is a pontoon bridge, which must be opened to let vessels pass. The signal calling for the opening of the bridge is three blasts by the vessel; the bridge answers with one blast to indicate that the call has been heard. When the bridge is open it signals the fact to the vessels by giving three blasts. Vessels are not permitted, however, to enter until in daytime a red flag or at night a red light is hoisted at the flagstaff of the Waterfort at the entrance of the harbor and at the signal station of Fort Nassau at the Schottegat, nor to leave until in daytime a green flag or at night a green light is hoisted at the same places.

Pilot charges are \$6 to \$15 for steamers for entering and the same for leaving the harbor. Sailing vessels pay from \$1 to \$6. No other port charges are made except that sometimes a permit to leave must be obtained from the customhouse, for which a charge of \$1 is made. Vessels can anchor in the Schottegat under the direction of the harbor master free of charge.

Cheap Labor—Fumigation.

Labor is very cheap. The ordinary laborer receives 2 florins (\$0.80) per day. For that reason, and because all possible facilities therefor are granted by the Government, much transshipment of

goods is done here for ports in Venezuela, Colombia, Haiti, and Santo Domingo. Vessels making this port regularly usually have crews consisting largely of native Curaçaoans.

Vessels requiring fumigation under the quarantine laws of the United States can have the work done here under the supervision of the consulate. Vessels should have their own pots and sulphur.

Lines of Steamers.

The following lines of steamers call regularly at this port and take more or less coal:

The Red D Line plying between New York and Venezuelan ports calls once a week each way; it also has a small steamer that plies between this and Venezuelan ports.

The Royal Dutch West India Mail from Rotterdam to New York via West Indian ports has a steamer each way every two weeks.

The Italian La Veloce Line calls once a month on the way from Genoa to Colon and also on the return voyage.

The Spanish Transatlantic Line from Genoa and Barcelona to Colon calls once a month on the return voyage.

The English Leyland and Harrison Lines have a steamer calling here once a month on the outward voyage from Liverpool to southern ports of the United States.

Besides these steamers numerous sailing vessels ply between Curaçao and ports of Venezuela, Colombia, Santo Domingo, Porto Rico, and other West Indian islands. Tramp steamers with cargoes of coal from Norfolk, Va., and sailing vessels with cargoes of lumber call at varying intervals.

UNITED STATES BUYS COLOMBIAN HIDES.

[Consul Ross Hazeltine, Cartagena, July 15.]

The ability of the United States markets to absorb the products of Colombia is fairly exemplified in the case of sun-dried and arsenic-cured cattle hides. During 1913 the declared exports of such hides from the Cartagena district to the United States were valued at \$303,388 and during 1914 at \$306,097. The elimination of certain European markets has forced local exporters to seek an outlet in the United States, and the result has been that during the six months ended June 30, 1915, the declared value of the hides invoiced for shipment to that country was \$272,156, contrasted with \$158,835 in the corresponding period of 1914.

The average f. o. b. price of hides during 1914 was 15½ cents a pound. The prevailing market price at present is 16 cents a pound. Hides average about \$4.50 each. All exports are consigned to agencies or manufacturers.

American manufacturers or brokers interested in Colombian cattle hides may correspond with the leading Cartagena exporters [whose address may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices]. Producers in the interior usually have their export agents in one of the ports, but can be reached by the insertion of a small advertisement in the local newspapers. This service is free.

Lead seals are purchased in large numbers by the Union of South Africa Post Office Department. A recent order placed in London was for 4,000,000.

TIMBER RIGHTS IN NIGERIA AND GOLD COAST.

[Consul W. J. Yerby, Dakar, Senegal, July 5.]

Certain Americans interested in mahogany and other hardwoods have requested information concerning concessions granted by the Gold Coast and Nigeria British colonies in West Africa. Information furnished this consulate in reply to letters addressed to the Government officials in each of the colonies mentioned gives as the requirements:

Timber concessions, or licenses giving an exclusive right to take certain classes of timber over a given area for a period of five years, are granted under these conditions in Nigeria: Applications are made to the Forestry Department, accompanied by an application fee of \$14.60, a banker's guaranty of \$1,946, full name and description of the applicant and his full address, a statement as to his financial and business standing, and a statement of the species or class of timber to be cut.

Subject to Consent of Native Owners.

The applications are to be in triplicate and must be accompanied by maps in triplicate of the area over which the license is to be operative. Licenses are granted subject to the area being free, the financial and other standing of the applicant being considered satisfactory, his banker's guaranty being in order, to payment of a further fee of \$24.33 on execution of the license, and subject to the consent of the native owners of the land.

The governor general reserves the right to refuse any application without stating cause. Upon the license being granted and completed, the licensee is permitted to take timber on payment of the prescribed fees, and in compliance with the conditions of the timber rules for the time being in force. These fees are: Mahogany and cedar, \$13.46 per tree; other trees, \$4.86. The fees are subject to revision and, as a matter of fact, are at the present time undergoing revision.

In the southern Provinces of Nigeria, the bulk of the timber country is already covered by licenses, while in the northern Provinces there is very little timber of a kind suitable for export, and where it does exist it is for the most part remote from suitable lines of transport. The whole forest law of the country is undergoing revision, and the existing ordinance is soon to be superseded.

Requirements for Gold Coast Colony.

The whole export timber industry in the Gold Coast Colony is carried on outside the concession ordinance, with the exception of an American company which has obtained leases from chiefs of specific areas from which to extract timber for export. This firm, however, has not obtained certificates of validity from the court.

The Forestry Department has no information of any timber concessions other than those incorporated in the "Gold Mining Concessions," for which the certificates mentioned have been granted.

European firms usually either buy cut timber lying in the rivers and creeks or finance native cutters. In some cases, however, lump sums are paid to the chiefs and stamped agreements drawn covering specified areas, after which \$4.86 per tree felled is paid. Natives also cut and ship timber on their own account.

The timber exploited is of the Khaya and cedar varieties.

[Lists of the chief European and American timber companies in the Gold Coast colony may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

FORMAL OPENING OF HOUSTON SHIP CHANNEL.

[Commercial Agent Edwin E. Judd, New Orleans, La., Aug. 5.]

With the celebration planned to mark the arrival from New York of the first steamer of the Atlantic, Gulf and West Indies Line on August 19, Houston, Tex., will formally take its place among the seaports of the Gulf. A ship channel 50 miles long, 27 feet deep, and 200 feet wide at the bottom connects the city with deep water at the Galveston jetties, and the first unit of the publicly owned water terminal will be ready to receive the cargo brought by this vessel. A concrete wharf and warehouse have been constructed at a cost of \$300,000, and there is available a fund of \$3,000,000 for constructing permanent harbor facilities, to be administered by the public harbor board.

Buffalo Bayou, running from Houston to the Gulf of Mexico, has been widened and deepened from time to time during the past 40 years by Government appropriation. In 1912 the plan for the present channel was adopted, and, in order to hasten its completion, Harris County and the city of Houston agreed to pay half the cost, estimated at \$2,500,000. The work was carried out by the Federal Board of Engineers and the completed channel was turned over to the Harris County Navigation Board in August, 1914. This was nearly a year in advance of the time estimated for the completion of the channel work. Since that time work on the terminal facilities has been rushed.

At the city end of the channel, above the wharf, is a turning basin 1,200 feet long by 900 feet wide and 27 feet deep.

Under the agreement with the Government for the construction of this ship channel, wharfage is to be free to all ships. Two dredges have been provided to maintain the depth of the channel, at a cost of \$250,000 each, one being paid for by the Federal Government and the other by the city of Houston and Harris County. The operation of the dredges and the maintenance of the channel will be in charge of the district engineer.

While the terminal facilities are to be municipally owned, opportunity is given private concerns to establish factories on either side of the ship channel on privately owned ground, and already there are a number of concerns so located. An oil company has established a mixing plant on the channel, and has been receiving full cargoes of oil from Mexico ever since the channel was opened. Another concern brings in cargo lots of phosphate from Tampa, Fla., for the manufacture of fertilizers.

Houston is already an important distributing center, with 17 lines of railway, and it is expected that the establishment of regular ship lines for general cargo will increase its importance. The Boca Grande Steamship Co. is already operating a biweekly service between New Orleans and Houston, and the inauguration of the Atlantic, Gulf & West Indies Line service will provide direct connection with New York.

RUBBER SHIPMENTS FROM AMAZON VALLEY.

[Consul George H. Pickerell, Para, Brazil, July 10.]

Crude rubber shipments from the Brazilian ports of Para, Manaus, and Itacoatiara to the United States in June, 1915, were nearly three times the exports thither in June, 1914; Europe's purchases were but 4.5 per cent larger than in the corresponding month of last year. The American gain was distributed through the four grades of rubber shipped from this district, though the United States bought most largely of the fine and coarse classes. Europe took more fine and slightly more medium than in June of last year, as the following summary shows:

Ports.	Fine.	Medium.	Coarse.	Caucho.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
From Para to—					
United States.....	1,008,050	116,078	950,283	608,914	2,686,325
Europe.....	761,537	55,034	96,084	100,773	1,013,478
From Mannos to—					
United States.....	104,676	8,126	121,028	167,959	401,789
Europe.....	507,956	148,173	77,788	350,270	1,084,187
From Itacoatiara to—					
United States.....					
Europe.....	2,998		3,153	331	6,482
Total, June, 1915, to—					
United States.....	1,112,726	124,204	1,077,311	773,873	3,088,114
Europe.....	1,272,541	203,207	177,025	451,374	2,104,147
Total, June, 1914, to—					
United States.....	350,303	93,017	428,562	163,484	1,035,366
Europe.....	725,435	149,101	220,996	918,256	2,013,788
Grand total, June, 1915.....	2,385,267	327,411	1,254,335	1,225,247	5,192,260
Grand total, June, 1914.....	1,075,738	242,118	649,588	1,081,740	3,049,184

Figures for the fiscal year ending June 30, 1915, disclose a falling off (as compared with the preceding fiscal twelvemonth) of 6,907,975 pounds in the exports of crude rubber from the Amazon Valley. Slightly more fine para was shipped than in 1913-14, but this was the only grade that gained. There was great variation from month to month in the quantities exported, the United States taking, for example, 4,812,775 pounds from the port of Para in December and only 1,666,452 pounds in January, while Europe bought 317,907 pounds in January and 3,156,803 pounds the next month. Details of the year's exports from the three rubber-shipping ports of Brazil and from the Peruvian port of Iquitos follow:

Ports.	Fine.	Medium.	Coarse.	Caucho.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
From Para in—					
July, 1914—					
United States.....	349,832	94,620	714,831	608,251	1,765,534
Europe.....	475,372	22,377	57,090	211,717	766,546
August, 1914—					
United States.....	854,154	101,146	440,149	341,873	1,742,822
Europe.....	472,432	29,476	109,276	91,893	703,047
September, 1914—					
United States.....	702,598	73,643	596,793	236,891	1,608,925
Europe.....	403,135	40,627	56,299	42,900	542,961
October, 1914—					
United States.....	1,332,822	158,455	793,397	248,798	2,533,382
Europe.....	782,539	72,671	159,521	73,560	1,088,291
November, 1914—					
United States.....	827,463	59,192	336,838	46,888	1,270,381
Europe.....	578,144	88,608	37,256	3,459	677,467
December, 1914—					
United States.....	2,814,858	240,718	1,497,411	269,788	4,812,775
Europe.....	146,770		18,188	3,704	168,662

Ports.	Fine.	Medium.	Coarse.	Caucho.	Total.
From Para In—					
January, 1915—	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
United States	875,644	89,067	560,157	321,584	1,666,452
Europe	284,370	0,182	16,158	11,197	317,907
February, 1915—					
United States	1,796,617	267,914	1,560,917	757,089	4,412,537
Europe	2,535,620	169,463	123,044	328,076	3,156,803
March, 1915—					
United States	1,185,152	162,331	1,152,616	913,759	3,413,858
Europe	1,599,972	170,042	280,192	265,844	2,296,050
April, 1915—					
United States	663,012	19,529	705,565	163,892	1,551,698
Europe	1,071,949	169,727	194,443	356,922	1,793,041
May, 1915—					
United States	799,226	40,086	378,591	233,913	1,452,716
Europe	504,643	50,031	85,303	548,503	1,489,063
June, 1915—					
United States	1,008,050	116,078	956,283	605,914	2,686,325
Europe	761,587	55,034	96,084	100,773	1,013,478
Total from Para to—					
United States	13,009,428	1,423,679	9,748,458	4,736,140	28,917,705
Europe	9,916,503	824,838	1,232,847	2,039,148	14,013,333
Europe, via Rio	123,335	17,212	6,826	.....	147,373
Total from Manaus to—					
United States	9,685,104	1,743,644	3,199,202	2,543,530	16,974,480
Europe	8,405,251	1,560,586	1,167,339	2,653,104	13,786,280
Total from Itacotiara to—					
United States	178,583	10,035	81,583	35,935	301,136
Europe	53,180	3,395	25,776	22,443	104,794
Total from Iquitos (Peru) to—					
United States	564,688	71,972	234,572	1,561,481	2,432,713
Europe	639,961	52,920	179,186	1,183,587	2,055,654
Total to United States	23,437,803	3,052,330	13,263,815	8,877,086	48,631,034
Total to Europe	19,138,230	2,458,951	2,611,974	5,598,282	30,107,437
Grand total, 1915	42,576,033	5,511,281	15,875,789	14,775,368	78,738,471
Grand total, 1914	41,950,181	6,474,939	16,059,875	21,161,451	85,646,446

SWEDISH TRADE CONDITIONS.

[Secretary of American Legation Jefferson Caffery, Stockholm, July 14.]

In the confused state of Swedish trade interest has naturally reverted to White Sea shipments, and as soon as chartering was possible at more moderate rates than owners have been asking there would have been a spurt in the White Sea market. As it is, however, business has been stopped for the time being by the notice from the Russian Government, stating that Archangel is impracticable for private cargoes.

The freight market has shown no important changes during the past month. Grain trade between Argentina and North America and Scandinavian ports is very quiet. Coal trade, however, from the United States to Swedish ports has been active.

The iron market in Sweden has shown distinct improvement. The home demand has steadily increased and exports have also been larger. Prices have advanced as a result of the advance in raw material. The spring freshets have abundantly increased the water supply and in consequence the capacity of the mills, which are all in full operation.

A poor tourist season in the Thousand Islands is reported by Consul Johnson, of Kingston.

AMERICAN METHODS WIN CHINESE OIL TRADE.

[Consul G. C. Hanson, Swatow, China, June 18.]

The kerosene trade in China reflects general trade conditions and is an example of what can be done along commercial lines in this country by American capital, ingenuity, and business ability.

During the years 1895 to 1900, Sumatra oil, handled by the Asiatic Petroleum Co., a British concern, forced Russian oil from this market and became the predominant brand. American oil, the product of the Standard Oil Company of New York, was doing fairly well. Until 1908, it was marketed as are ordinary commodities. Any dealer could come and purchase such quantities as he chose from the local agents of the company. Under these circumstances, the annual sales fluctuated between 20,000 and 90,000 cases (10 gallons to the case), while the sale of Sumatra oil ranged from 100,000 to 670,000 cases per annum. This was due to the fact that the Chinese agents of the competing oils were the wealthiest merchants in Swatow and, whenever any dealer laid in a fair stock of American oil, they would promptly break the market by offering their oils at much lower rates.

American Plan Meets Foreign Competition.

To stop this the Standard Oil Co. devised a system of appointing native "consignees." These were Chinese merchants, who gave cash bonds to cover the company against loss, and who were allowed by the company to carry stock which was not paid for until sold, thus placing the whole strength of the company back of the dealer in meeting the price-cutting competition. This obviated the necessity of the dealer tying up a large part of his capital in stock. The consignees were not limited to Swatow, but were appointed all over the territory inland. As a result of this plan sales went up by leaps and bounds until now their sales average 400,000 cases per annum.

The Swatow branch office of the Standard Oil Co. was opened in 1904, and with the introduction of active methods the price of oil declined. The following year saw a big increase in the importation of American oil, and 1908 saw the completion of the company's tank installation. Imports of oil reached a very high mark and indicated the enormous business in kerosene that was being vigorously pushed throughout the surrounding country by the Standard Oil Co. and the Asiatic Petroleum Co., the latter having adopted the same plan of supplying the product through consignees to consumers direct instead of through native oil dealers. The demand was steady and prices well maintained.

In 1910 the Rangoon Refinery Co. attempted to get a foothold in the local market with shipments amounting to 176,122 gallons of oil, and Borneo oil made its appearance with imports amounting to 280,762 gallons. The following year the Texas Oil Co. made a trial shipment of case oil, and the Rangoon Refinery withdrew from the market. The major portion of the trade was still in the hands of the Standard Oil Co. and the Asiatic Petroleum Co.

Japanese Oil Imported in Small Quantities.

Imports of Japanese oil, which commenced in November, 1914, continued during the first quarter of 1915 in small quantities. This comes from Japan via Formosa, and is filled into the empty cans of

various brands used in Japan which have been purchased second-hand. The quality is reported to be poor, and it is used principally for adulterating the higher grade brands imported from the United States and Sumatra.

It is expected that the effects of the increased freight rates, which have been raised 200 to 300 per cent, will soon be felt in higher prices for oil.

[A report on the development of the kerosene trade of Swatow, with full details from year to year, may be had from the Bureau of Foreign and Domestic Commerce or its branch offices.]

HALF-YEAR REPORT ON BRITISH POTTERY TRADE.

[Consul Robert S. S. Bergh, Stoke-on-Trent, England, July 14.]

The British Government Board of Trade has made returns for the half year relative to the pottery trade. The exports and imports both show a falling off in the first six months of 1915 when compared with the corresponding periods of 1914 and 1913. The reports were:

Destination.	1913	1914	1915
Argentina.....	\$504,627	\$773,890	\$569,972
Australia.....	802,087	775,282	724,383
Brazil.....	764,504	466,083	205,264
British East Indies.....	657,698	648,208	357,328
British South Africa.....	346,298	313,141	181,806
Canada.....	1,237,254	893,606	601,733
France.....	275,882	240,639	33,622
Germany.....	148,210	152,783	.....
New Zealand.....	292,340	244,658	209,145
United States.....	998,669	1,045,061	998,398
Other countries.....	1,982,135	1,770,477	853,954
Total.....	8,309,923	7,324,428	4,734,992

Imports showed a much greater relative reduction in amount than the exports, as reported for the six months by the Board of Trade. The amounts for corresponding periods in the three years were:

Articles.	1913	1914	1915
Porcelain, chinaware, and parian.....	\$533,646	\$519,873	\$135,683
Floor tiles for tessellated pavement.....	3,543	9,889	704
All other tiles (except roofing and street paving).....	55,605	73,667	19,855
Sanitary ware.....	1,324	4,020	.....
Electrical ware, door fittings, and chemical ware.....	118,893	125,857	2,506
Other earthenware (including semiporcelain and majolica).....	1,618,758	1,907,001	174,571
Jet, rockingham, and glazed terra cotta.....	6,023	2,701	876
Red pottery, stoneware, brown and yellow ware.....	181,306	230,244	49,062
Total.....	2,510,109	2,873,152	383,947

In addition to the various shipments mentioned, there were reexports for the half year of \$26,911, compared with \$256,094 for the first half of 1914, and \$224,448 for the six months of 1913.

SWEDISH CENSUS RETURNS.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, July 10.]

A recently completed census puts the population of Sweden at 5,679,607. Marriages and births are shown to be decreasing to such a degree that the births in the past year are fewer in proportion than at any time during the 170 years in which Sweden has had vital statistics.

FOREIGN COMMERCE OF UNITED STATES FOR JUNE.

The imports and exports of the United States by great groups during the month of June and the 12 months ended with June, 1914-15, are presented in the following statement:

Groups.	Month of June—		12 months ended with June—	
	1914	1915	1914	1915
IMPORTS.				
Crude materials for use in manufacturing.....	\$50,735,653	\$61,347,358	\$632,805,860	\$575,143,070
Foodstuffs in crude condition and food animals.....	18,317,964	18,079,203	247,947,621	223,787,245
Foodstuffs partly or wholly manufactured.....	27,404,077	29,558,073	227,644,329	284,970,346
Manufactures for further use in manufacturing.....	25,412,120	24,590,056	319,275,488	297,946,316
Manufactures ready for consumption.....	34,585,915	23,651,230	449,318,214	333,263,478
Miscellaneous.....	1,073,721	469,190	16,874,145	16,059,305
Total imports.....	157,529,450	157,695,140	1,893,925,657	1,674,169,740
EXPORTS.				
Crude materials for use in manufacturing.....	32,872,355	30,478,641	792,716,109	509,430,254
Foodstuffs in crude condition and food animals.....	11,047,074	25,954,226	137,495,121	507,034,610
Foodstuffs partly or wholly manufactured.....	20,075,216	46,334,585	293,218,336	452,767,729
Manufactures for further use in manufacturing.....	31,755,039	40,242,473	374,224,210	357,459,326
Manufactures ready for consumption.....	58,070,674	110,376,849	724,908,000	306,634,402
Miscellaneous.....	285,102	10,698,278	7,122,249	80,816,144
Total domestic exports.....	154,105,460	264,145,051	2,329,684,025	2,716,178,465
Foreign merchandise exported.....	2,966,584	4,402,365	34,895,123	52,410,575
Total exports.....	157,072,044	268,547,416	2,364,579,148	2,768,589,040

The increase in the exports for June, 1915, in the item miscellaneous to a total of nearly \$11,000,000 arises from the exportation of horses in that month, to the value of \$8,093,419, and of mules, to the value of \$2,542,302. The total value of horses exported during the 12 months ended June 30, 1915, was \$64,046,534; of mules, \$12,726,143, and of seeds, \$3,757,079.

Imports and Exports by Grand Divisions and Countries.

Details showing the value of merchandise imported from and exported to each of the principal countries during June and the 12 months ended with June, 1915, compared with corresponding periods of the preceding year, follow:

Countries.	Month of June—		12 months ended with June—	
	1914	1915	1914	1915
IMPORTS FROM—				
Grand Divisions:				
Europe.....	\$69,100,120	\$44,613,923	\$895,002,868	\$614,354,645
North America.....	44,448,186	50,061,885	427,399,354	473,079,796
South America.....	17,118,232	26,210,389	222,677,075	261,489,563
Asia.....	21,230,120	26,715,195	286,032,456	247,770,103
Oceania.....	4,113,917	5,510,429	42,144,398	52,627,552
Africa.....	1,459,825	4,577,319	19,149,476	24,953,081
Total.....	157,529,450	157,695,140	1,893,925,657	1,674,169,740
Principal countries:				
Austria-Hungary.....	1,314,963	226,233	20,110,834	9,794,418
Belgium.....	3,072,034	51,717	41,035,532	10,222,860
France.....	9,359,121	5,350,919	141,446,252	77,158,740
Germany.....	14,826,509	1,827,880	189,919,136	91,372,710
Italy.....	5,090,014	5,388,992	56,407,671	54,973,726
Netherlands.....	2,906,920	2,610,206	36,294,010	32,518,880

Countries.	Month of June—		12 months ending with June—	
	1914	1915	1914	1915
IMPORTS FROM—continued.				
Principal countries—Continued.				
Norway.....	\$637,243	\$462,871	\$9,197,265	\$10,668,864
Russia in Europe.....	960,917	148,189	20,831,184	2,512,381
Sweden.....	1,214,321	845,269	11,590,107	11,601,237
United Kingdom.....	24,679,303	23,134,111	293,661,304	256,351,675
Canada.....	15,276,397	14,862,880	160,689,709	156,571,712
Mexico.....	8,313,482	8,325,238	92,690,566	77,611,691
Cuba.....	16,989,930	22,137,394	131,303,794	185,707,901
Argentina.....	3,793,499	7,639,905	45,123,988	73,776,258
Brazil.....	5,656,908	8,605,678	101,329,073	99,178,728
China.....	3,048,855	4,166,276	39,382,978	40,156,139
India, British.....	5,311,048	7,577,769	73,630,880	51,982,703
Japan.....	7,399,675	7,505,792	107,355,397	98,882,638
Australia.....	1,343,190	2,769,547	17,088,534	23,705,010
EXPORTS TO—				
Grand divisions:				
Europe.....	90,310,794	181,487,096	1,486,498,729	1,971,432,182
North America.....	42,193,673	46,637,985	528,644,982	477,081,320
South America.....	7,573,487	13,744,090	124,539,909	96,323,957
Asia.....	7,252,349	13,648,403	113,425,616	114,467,505
Oceania.....	7,437,711	9,534,777	83,568,417	77,764,725
Africa.....	2,304,030	3,495,065	27,901,515	29,519,651
Total.....	157,072,044	268,547,416	2,364,579,148	2,768,589,340
Principal countries:				
Austria-Hungary.....	1,438,221	.....	22,718,256	1,240,167
Belgium.....	4,334,664	1,583,746	61,219,894	20,662,315
France.....	6,885,033	43,107,426	159,818,024	369,307,170
Germany.....	16,678,846	1,787	344,794,376	28,863,354
Italy.....	5,705,570	15,182,873	74,235,012	184,319,683
Netherlands.....	10,745,970	7,651,762	112,215,673	143,267,019
Norway.....	466,615	1,107,216	9,065,610	39,074,701
Russian Europe.....	1,601,508	13,914,312	30,088,043	37,474,380
Sweden.....	1,048,847	2,019,448	14,644,226	78,273,818
United Kingdom.....	36,434,342	88,181,045	594,271,863	911,792,454
Canada.....	28,231,543	29,561,763	344,716,081	300,632,405
Mexico.....	2,497,056	3,904,174	38,748,793	24,164,447
Cuba.....	5,288,486	6,935,267	68,884,428	75,531,332
Argentina.....	2,324,289	5,259,300	45,179,089	32,549,606
Brazil.....	1,734,508	3,213,078	29,963,914	25,623,555
China.....	2,329,113	1,879,800	24,698,734	16,472,478
India, British.....	1,095,095	1,196,310	10,854,591	11,096,094
Japan.....	1,670,961	4,519,369	51,235,523	41,514,792
Australia.....	4,034,589	5,658,213	45,775,216	43,623,676

ALCOHOLS AND ALCOHOLIC BEVERAGES IN SPAIN.

[Consul Robertson Honey, Madrid, July 18.]

Spain's total production of alcohols and alcoholic beverages of all kinds for the year ending December 31, 1914, was 83,686,471 liters (22,107,494 gallons). The figures include 28,323,911 liters (7,482,340 gallons) of rum, gin, brandy, liqueurs, and other alcoholic beverages, as well as 3,284,561 liters (867,684 gallons) of denatured alcohol.

The internal-revenue tax for 1914 was 17,049,592 pesetas as compared with 18,493,927 pesetas in 1913; at present exchange the peseta equals \$0.20. The decrease of 1,441,335 pesetas (\$288,867) is noted.

Notwithstanding the tightly closed door into Afghanistan, trade with the outside world is increasing, important improvements are projected, and European and American ideas, fashions, and merchandise are invading the country. For particulars see "British India, with notes on Ceylon, Afghanistan, and Tibet," price \$1, from the Superintendent of Documents, Washington, D. C.

STANDARD WAREHOUSES FOR CONSERVING AMERICAN COTTON.

The importance of properly constructed storage houses which conform to the standards recommended by the underwriters' association and afford ample protection and a low insurance rate, as a means to help the farmer, banker, and business man of the South hold the surplus cotton in times of overproduction or unsatisfactory market conditions, is emphasized in a new bulletin of the U. S. Department of Agriculture, No. 277, entitled "Cotton Warehouse Construction." Types of warehouses designed to command a low insurance rate and to minimize the cost of handling are described in detail. An earlier investigation, the results of which have been published in Bulletin 216, of the U. S. Department of Agriculture, showed that although the existing storage facilities in the South, if used, could take care of an ordinary crop, few of them were properly located, many poorly designed, the insurance rates and cost of handling high, and that in general there was need of a great change in taking care of the cotton crop from the time it is picked until finally marketed. The so-called "country damage" to cotton is estimated at \$30,000,000 to \$75,000,000 a year, almost all of which could be saved with an adequate warehouse system.

When properly stored and insured, cotton is considered by many to be one of the very best collaterals that can be offered upon which to loan money. Money loaned on cotton stored in such warehouses should command a very low rate of interest. One of the primary reasons that farmers and business men have for storing cotton, is to enable them to borrow money upon it until market conditions improve.

The correct designing of a cotton warehouse is of much importance, because upon the construction of the warehouse depends the rate of insurance charged for the cotton inside it. The average insurance rate, it is said, in the buildings now in use is as high as \$2 a year on \$100. In standard warehouses, properly protected by automatic sprinkler equipment, this rate could be reduced to 25 cents on \$100. It is a curious fact, that many of the warehouses now in use cost more to build than if they had been made to conform to the standards.

RECORD TRIANGULATION MEASUREMENT.

[Consul General R. E. Mansfield, Vancouver, British Columbia, Canada, July 27.]

The longest distance ever measured in Canada by means of the triangulation system was recently accomplished by the Canadian Geodetic Survey in the work in which it is engaged in outlining the western boundary of the Dominion. One of the distances measured by the triangulation method was 135 miles in length. By the measurement of one side of a triangle and the reading of the angles on the transit at the two ends of the measured side—which angles are formed by taking a sight at the distant point—the side of the triangle required to be measured can be found.

In carrying out this feat it was necessary to work at night and to use powerful acetylene lamps to locate the point 135 miles distant. The transit or telescope is perched high on a mountain side in order to overcome the curvature of the earth's surface. In a distance of 60 miles it is necessary to have an elevation of 2,000 feet in order to see

the point at which the instrument is sighted. In 135 miles the elevation is correspondingly greater. This is perhaps the second longest line ever measured by this method. The record is held for measurement across the Mediterranean between Spain and the northern shore of Africa, a distance of over 200 miles.

How Measurements Are Checked.

This measurement is what is known as the primary triangulation. Another measurement is made over the same course for the purpose of "checking up" the work to see that no errors have been made. The secondary triangulation is made in the daytime with the aid of heliograph signs which give the points over shorter distances. A comparison of this measurement is then made with the primary triangulation. If they correspond within certain limits the measurement is considered true.

A force of 135 men has been engaged during the summer on the coast survey between Queen Charlotte Sound and Prince Rupert, and it is estimated that it will take three or four years to complete the line as far south as the forty-ninth parallel, which constitutes the international boundary.

FINANCIAL CONDITIONS PROMISING IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, New Zealand, July 9.]

The money market and financial conditions in New Zealand are fair, and the future promising. Bank loans are made at from $5\frac{1}{2}$ to 7 per cent. Banks pay 4 per cent on deposits for 2 years, $3\frac{1}{2}$ per cent on deposits for 12 months, and 2 per cent on deposits for 6 months.

Money is plentiful, but is being handled very conservatively, and bankers are carrying large cash reserves ready to meet an emergency. Exports are heavy and imports light, which is building up an immense surplus, as may be seen from the figures for six years, up to March 31, 1915:

Year.	Exports.	Imports.	Excess of exports.
1909-10	\$104,471,039	\$71,896,800	\$32,574,239
1910-11	104,616,060	84,604,424	20,011,636
1911-12	92,482,241	96,232,687	3,750,446
1912-13	110,193,449	103,703,597	6,489,852
1913-14	114,063,110	106,260,777	7,802,333
1914-15	133,662,330	96,381,310	37,281,020

^a Excess of imports.

The New Zealand Trade Review and Price Current, published at Wellington, says:

With such a splendid credit balance on our trading an ample supply of funds is inevitable; but the question in the minds of all interested in finance is naturally How long will this condition last? There is such a tremendous wastage of capital through the war that a subsequent shortage appears inevitable, and we must be prepared for a period, possibly a few years, when capital will not be readily obtainable and rates will rule higher than we have been accustomed to. The Government and the various local bodies will be requiring capital, and if the world's markets are ruling high local funds will be absorbed. It appears, therefore, that though money is plentiful at present there will be ample investment for it later on, and rates can hardly be expected to rule any easier.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Harbor improvements, No. 17857.—An American consular officer in the Far East reports an opportunity for American capitalists to promote and finance harbor improvements in his district; also an opportunity for the sale of materials and supplies for this work.

Blinder twine, No. 17858.—The commercial attaché of a foreign government in Washington reports that agricultural societies and merchants in his country have requested to be supplied with the names and addresses of American manufacturers of blinder twine for agricultural purposes.

Oilcloth, glass, binding twine, etc., No. 17859.—A firm with established connections in Argentina and Uruguay writes the Bureau that it desires to represent American manufacturers of wax, oilcloth, calendar backs, lithographic supplies, window and looking glass, rubber goods, imitation jewelry, binding twine, packing paper, chemicals, matches, and willow furniture, etc.

Drugs, rubber goods, etc., No. 17860.—A representative of a business firm, with offices in the West Indies and New York City, states that he is in a position to represent American manufacturers and exporters of drugs and drug sundries and mechanical rubber goods. Catalogues and prices should be sent at once.

Lamps, tubes, etc., No. 17861.—A representative of a firm in the Netherlands states that he desires to receive samples and quotations on the following goods: Electric, gas, and oil lamps; brass tubes; brass chains; and brass double parts for making lamps. Cash will be paid against documents in New York City. The New York City address of the representative may be had on application to the bureau or its branch offices.

Electrical supplies, field glasses, absorbent cotton, etc., No. 17862.—A representative of a Norwegian firm, who is at present in New York City, states that he desires to establish commercial relations with American manufacturers and exporters of pocket flashlights, electric push buttons, etc., thermometers for hospital use, field glasses, hemp, and absorbent cotton. Cash will be paid against shipping documents in New York.

Birch and bass wood, No. 17863.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a firm in Canada stating that it desires to receive quotations f. o. b. Montreal, New York, and St. Thomas on birch and bass wood squares in the following sizes: 1 by 1 inch, 1½ by 1½ inches, and 1½ by 1½ inches, all 4 feet long. These squares should be free from knots, checks, and shakes.

General representation, No. 17864.—The commercial attaché of the Department of Commerce in France transmits the name and address of a firm in that country which desires to represent American firms. The firm is well established and has warehouses and travelling salesmen. It does not specify any particular line.

Flax fiber, No. 17865.—The Department of Commerce is in receipt of a letter from a business man in Mexico, stating that he desires to receive the names and addresses of firms in the United States which may desire to purchase flax fiber.

Hosiery and underwear, No. 17866.—A business man in France informs the commercial attaché of the Department of Commerce that he is having difficulty in securing hosiery and underwear for women. He desires c. i. f. quotations.

Snap buttons, No. 17867.—The commercial attaché of the Department of Commerce in France reports that a business man in his district desires to purchase black and white snap buttons similar to the samples, which may be examined at the bureau or its branch offices. The sizes desired are known as Nos. 7, 9, and 11. Quotations should be made c. i. f. destination. Correspondence may be in English, but is preferred in French.

Electric light plant, No. 17868.—An American consular officer in the West Indies transmits a report relative to the reconstruction of an electric light plant in his district. Proposals for this work will be received until August 17. A copy of this report may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Textiles, etc., No. 17869.—An American consular officer in Argentina has transmitted a report relative to a market for the sale of cotton textiles and cotton yarns. He has also forwarded samples of the material. A copy of his report may be had on application and the samples may be examined at the Bureau or its branch offices.

Mirrors, etc., No. 17870.—The commercial attaché of the Department of Commerce in France reports that a business man in his district desires to purchase mirror glass, mostly of the less expensive kind; also brass and copper frames. Correspondence should be in French.

Factories, machinery, etc., No. 17871.—The British Consul General at Rotterdam reports that the Council of the International Association for Rubber Cultivation in the Netherlands East Indies is organizing an international competition for: (1) A plan for a complete rubber estate factory, principally for the making of "crepe"; and (2) a plan for a complete rubber estate factory, principally for the making of "smoked sheet." Both plans are to be drawn up in such a way that at first the capacity of the factory will amount to 100,000 kilos of dry rubber per annum, which by three extensions can be increased to 250,000 kilos. The projects should be accompanied by a detailed description of the factory and the way the competitor considers the product should be treated, and also of the necessary machinery. Projects may be made in English and should be sent in before March 1, 1916, either to the office of the association, 13 Kneuterdyk, The Hague, or to the office of the "Algemeene Vereeniging van Rubberplanters ter Oostkust van Sumatra" at Medan (Dell). A prize of \$608 is offered for the best project, and \$202.69 for the second best project. The Bureau has no further information relative to this opportunity.

Telegraph material, No. 17872.—The Imperial Trade Correspondent at Adelaide, Australia, reports that tenders will be received at the office of the Deputy Postmaster General, Adelaide, until August 18, for the supply and delivery of battery material, such as copper, zincs, etc. (schedule No. 385); until August 25 for the supply and delivery of telegraph instruments, such as ammeter, keys, etc. (schedule No. 383); and for the supply and delivery of telephones, flexiphones, etc. (schedule No. 389). Copies of the specifications and forms of tender may be obtained from the offices of the High Commissioner in London for the Commonwealth of Australia, 72 Victoria Street SW. A deposit of 2 per cent on the first \$2,000 and of 1 per cent on the amount above that sum, is required with each tender. A resident agent must be appointed. The bureau has further information relative to this opportunity.

Tubes, etc., No. 17873.—One of the commercial attachés of the Department of Commerce, who is now in Spain, reports that a firm of naval contractors in that country advises him that it is in the market for copper tubes for steam engines, brass tubes for condensers, and all kinds of materials for naval construction.

Umbrella material, No. 17874.—The bureau is in receipt of a letter from a business man in England who asks for the names and addresses of American manufacturers of the metal parts for umbrellas. He states that he can furnish references.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

The Bureau of Foreign and Domestic Commerce maintains branch offices in eight commercial centers, where business men may more readily avail themselves of the service of the Bureau. Reserved addresses in connection with "Foreign trade opportunities" and all lists of names offered in connection with articles published in *COMMERCE REPORTS* may be obtained from the nearest office by application in letter form. The list of offices follows: New York, Room 409, United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Under special arrangements three commercial organizations cooperate with the Bureau and perform the same services as branch offices. These organizations are: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

SOUTH WALES MARKET FOR TOILET PAPER.

[Vice Consul in Charge William L. Jenkins, Swansea, Wales, June 25.]

Official figures of the amount of toilet paper annually used in the Swansea district are not available, owing to the fact that most of this class of goods comes by rail from London and the small quantities that may possibly come direct to the port are not listed separately in the harbor statistics, but it is certain that the trade is important.

The paper is sold chiefly by druggists (known here as chemists) and by a few of the large department stores. The manager of one house stated that he had been buying English-made paper exclusively, but that recently he had been having difficulty in obtaining a supply. This is thought to be due to the delay in receiving pulp from Scandinavia and Russia. Efforts of American exporters to extend their trade in this commodity at present are therefore opportune.

Grades and Prices—Paper Towels, Tablecloths, etc.

Three grades of toilet paper are retailed here at 3½d., 4½d., and 5d. (7, 9, and 10 cents) per roll. The paper is 5 inches wide, and the 5d. rolls contain about 1,000 pieces. One buyer states that his most recent wholesale purchasing prices per case of 144 rolls were 23s. (\$5.60) for the cheapest grade, 27s. (\$6.57) for the medium grade, and 34s. (\$8.27) for the best (5d.) grade. He is allowed 1s. 6d. (36 cents) per case for carriage from London, which is usually sufficient to cover that expense. Samples of the 3½d. and 4½d. grades are sent herewith for examination [and may be seen at the Bureau of Foreign and Domestic Commerce or its branch offices]. Local buyers usually receive a 2½ per cent discount, 30 days.

Paper towels, tablecloths, etc., are practically not known to the Swansea trade, and therefore no data can be given. It is a matter of interest and one that should receive consideration in planning advertising propaganda in this country that table napkins (linen or paper) are commonly called "serviettes" here.

Advertising—Quotations and Samples.

Although, as a general rule, this country does not take up with new things as quickly as the United States, there is no reason why they should not be introduced and pushed vigorously. It is clearly a matter of education and advertising. Samples of paper and fixtures should be sent to the firms whose names are forwarded [and obtainable upon application to the Bureau of Foreign and Domestic Commerce or its branches], together with quotations. If results are not obtained by this method, it is suggested that the ground could be covered by a London agent having rights over this territory.

All quotations should be in English currency. This is particularly important when endeavoring to interest firms in a new line, as they will not bother to do the converting themselves. Prices should be stated c. i. f. Swansea, Cardiff, or London, and samples of all goods should accompany quotations.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE

For sale by the Superintendent of Documents, Washington, D. C., at \$2.50 per year



No. 187 Washington, D. C., Wednesday, August 11 1915

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FOREIGN VESSELS ADMITTED TO AMERICAN REGISTRY.

During the week ended August 7, 1915, there were admitted to American registry under the act of August 18, 1914, four vessels—freight steamers—of a total tonnage of 16,316 gross, as follows: *Winnebago*, 4,362 gross, formerly Norwegian *Haugarland*; *Solveig*, 4,409 gross, formerly Norwegian *Solveig*; *Lapland*, 3,719 gross, formerly Norwegian *Hero*; *Rygja*, 3,826 gross, formerly Norwegian *Rygja*.

These vessels are all owned by the American Trans-Atlantic Co. (Inc.), New York, N. Y.

The bark *Paolina*, 1,337 gross tons, reported for the week ended July 10, 1915, together with the four vessels above named, make a total of five vessels, 17,653 gross tons, admitted under this act up to August 7, 1915, since the beginning of the new fiscal year July 1, 1915.

During the fiscal year ended June 30, 1915, under this act there were admitted 149 vessels of 527,071 gross tons.

COTTON HANDLING AT HOUSTON.

[Commercial Agent E. E. Judd, New Orleans, La.]

Referring to the article regarding the Houston ship channel in COMMERCE REPORTS for August 10, 1915, a Houston paper states: "It is practically certain that the Farmers' Union of Texas will build a central warehouse in Houston for the concentration of cotton." Houston bankers have pledged themselves to finance all cotton brought to the port on as favorable terms as are granted in any other market.

The warehouse proposal now under discussion contemplates the erection of storage space for 200,000 to 300,000 bales of cotton and the erection of a large compress. The site for the proposed compress and warehouse is a few miles south of Harrisburg, with a large frontage on the ship channel. It is reported that an option has already been obtained on the desired land. The plans under discussion call for the expenditure of between \$250,000 and \$500,000 by the members of the association.

SPANISH DEALERS PREPARED TO BUY AMERICAN PAPER.

[Consul Wilbur T. Gracey, Seville, Spain, July 8.]

In response to inquiries received from an American paper manufacturer, circular letters have been sent to the various dealers in this city, and the replies show that there may be a possible opportunity for the sale of American paper at this port.

Paper has been received here from Germany, France, and England, the importations at Seville during 1913 amounting to 8,235,774 pounds. The total fell off in 1914 to 4,872,358 pounds, largely on account of the war and the closing of the principal sources of supply. Paper statistics of the customhouse, with weight in pounds, are:

Articles.	From Spanish ports.	From abroad.
Cigarette paper	147,580	41,197
Old and wrapping paper	3,990,000	31,246
All other classes	2,677,798	128,590

The cheaper qualities are secured principally from Spanish ports and are probably largely of Spanish manufacture, though considerable quantities of paper, as well as other classes of goods, appear in the customs statistics here as of Spanish origin when they are actually foreign, imported at some other Spanish port, and reshipped to Seville. The customs statistics of Seville can not, therefore, be considered as a good index of the actual foreign trade. The higher quality goods are usually from foreign sources.

Latest Statistics of Importations of Paper Pulp.

The latest statistics available for all Spain, those of 1913, which are perhaps a better index than would be the abnormal figures of 1914, show that the total importation of paper pulp for that year was 46,000 metric tons (metric ton = 2,204.62 pounds), with an estimated value of \$932,000, the countries of origin being: Germany, 9,000 metric tons; Austria, 67; Belgium, 375; Cuba, 6; United States, 276; France, 196; England, 739; Holland, 142; Norway, 8,479; Portugal, 60; Russia, 2,682; Sweden, 23,459; Switzerland, 266.

During this same year (1913) Spain also imported 1,600 tons of paper, with an approximate value of \$186,456. Of this, the importation from Germany was valued at \$82,016. More than \$35,000 worth of envelopes were imported into Spain during 1913.

Wrapping paper seen here is of a quality inferior to that usually sold in the United States. Much of it is very thin, almost tissue, yellow in color, with colored lines printed on it. Paper and envelopes for correspondence purposes are usually what is known in the United States as "thin foreign" paper, the envelopes often being double, the inner one of some dark color, which prevents the correspondence being read through the semitransparent outer covering.

Colored papers of the cheaper classes are largely used for posters and handbills, and there is a considerable call for colored glazed papers, silvered, gilded, and brocaded papers for use in wrapping soaps, perfumes, etc., and inquiries have recently been received at this office for this class of goods.

Prices Quoted in American Currency Confusing.

The quoting of prices on paper in American currency is very confusing for this market, as quotations made by the local firms are in pesetas (1 silver peseta varies almost daily, the present value being 18.32 cents, but the gold peseta has a fixed ratio with gold of 19.3 cents). French firms quote in francs, which has a fixed ratio of 19.3 cents, the same as the gold peseta, and American firms can probably not do better than use this as the basis of quotations for the local market, as it is a fixed currency well known to the trade. French and other European countries usually have an advantage over Americans in that they are near enough and sufficiently familiar with the trade to be able to make quotations c. i. f. Spanish ports, while as a general rule the best quotations from America are always made f. o. b. shipping port in the United States. The quoting of prices f. o. b. factory, which is sometimes done in the United States, is exceedingly confusing to the Spanish trade and should not be used, if it is possible to avoid doing so.

Francs may be considered as the currency of quotation for paper sold on this market, as it is almost always used. Local firms usually receive terms of 30 days on small quantities and from 90 to 120 days on orders of importance. Practically all the German, Austrian, French, and English firms exporting to this market grant terms of 90 days. Cost of packing is not usually included in the price of the goods. No special methods in packing paper are necessary for this market.

It is important in giving particulars of paper to carefully specify the weight per package.

Approved Methods of Making Shipments.

Letters addressed to firms here should be in Spanish, as English is little used and usually not understood. Postage should be fully prepaid, as many complaints are received of underpayment. Full foreign postage of 5 cents is necessary on mail for this country. Cargoes intended for Seville may be shipped direct from New York by steamers of the Trans-Atlantica Line or the Gans Line, which have direct services to ports within this district. The Trans-Atlantica is considered the most speedy, as its steamers stop at Cadiz on the outward voyage, while those of the other line do not usually make Seville or any other port in this district until their homeward trip. Owing to recent fluctuations, rates of freight can not be given in this report. It may be roughly estimated that the freight from European ports, from which imports can now be made, will average about 30 per cent less than from American cities.

Most of the firms handling paper are glad to receive advertising matter, especially if it is in Spanish. They are likely to have branch houses or agents in the cities of this district, such as Cadiz, Huelva, Cordoba, Badajoz, Jerez de la Frontera, etc. The territory covers 54,059 square miles and contains a population of 5,170,000 people.

[Several persons have recently made inquiries at the Seville consulate for paper of different qualities, and the few samples on file there have been shown them. Those interested in the exportation of these goods should send samples, prices, terms, etc., to that office, and to the parties who have made inquiries, a list of whom can be secured from the Bureau of Foreign and Domestic Com-

merce or its branch offices. A general list of paper dealers is also included. A "Foreign Trade Opportunity," published in COMMERCE REPORTS for May 24, 1915, offered the address of a person interested in marble paper for wrapping perfumery, soap, etc., and this address may be obtained from the bureau or its branches. The Bureau of Foreign and Domestic Commerce has issued a monograph containing a special series of consular reports on "Paper and Stationery Trade of the World," copies of which may be obtained from the Superintendent of Documents, Washington, D. C., or from the branch offices of the Bureau of Foreign and Domestic Commerce, at 50 cents per copy.]

IMPORTS BY COUNTRIES INTO NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 6.]

There was a marked decline of imports into New Zealand for the first quarter of 1915, as compared with the like period in 1914, Canada and the west coast of the United States being the only important countries that made trade gains, as the following table shows:

Imported from—	First quarter 1914.	First quarter 1915.	Imported from—	First quarter 1914.	First quarter 1915.
United Kingdom.....	\$17,701,149	\$13,420,814	Japan.....	\$212,783	\$158,541
Canada:			Philippine Islands.....	21,047	26,960
East coast.....	454,288	719,088	United States:		
West coast.....	156,559	421,240	East coast.....	2,336,162	1,831,468
Australia.....	5,047,748	2,849,331	West coast.....	541,641	1,011,244
Belgium.....	189,701	3,567	All other countries.....	3,871,040	3,795,268
France.....	171,495	103,296			
Germany.....	861,755	5,898	Total.....	31,763,256	24,434,954
Netherlands.....	127,648	88,239			

This heavy decline in imports can not well continue much longer, for stocks in general are very low, while some lines are entirely exhausted. Shipping facilities have been a handicap, especially from the east coast of the United States, but improvement in this regard is anticipated from now on. It should be remembered that the above drop means more than appears on the face, because prices have advanced materially since 1914.

FRUIT GROWERS' COOPERATIVE SELLING PLAN.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, Aug. 2.]

Five thousand Ontario fruit growers this season are cooperating with retail merchants. Year after year these fruit growers have been faced with the question of the proper distribution of their fruit, and many complaints have arisen due to certain localities receiving an oversupply, while other and larger sections of the country have been without sufficient quantities to meet the demands of the consumer.

This year these fruit growers got together and subscribed jointly to a campaign of advertising, the object of which was simply to urge consumers to see their fruit dealer and have him make provision for them by securing fruit in advance. The fruit dealer himself was provided with the same information through the trade press. This plan has worked so successfully that consumers all over Canada are to-day able to secure plentiful supplies of all fruits, and the retailer has increased his business, his fruit in many instances being sold in advance of its arrival at his store.

A YOUNG MEN'S CHAMBER OF COMMERCE.

[Commercial Agent E. E. Judd, New Orleans, La., Aug. 5.]

An evidence of changed business spirit in New Orleans fully as promising as the construction projects for modernizing the harbor that have been reported on in **COMMERCE REPORTS** is the successful formation within the past month of a Young Men's Branch of the New Orleans Association of Commerce. In view of the small part taken by the young men of this city in public affairs in the past, it is particularly significant that the establishment of this auxiliary is the result of the initiative of a group of young business men, and not of any suggestion from the senior body.

About two months ago a small group of young men, "feeling that there was a gap in the public-spirited business community by reason of the lack of an effective and organized participation by the younger men in the work of civic upbuilding," petitioned the board of directors of the Association of Commerce to authorize the organization of a young men's branch. Their request met with ready approval, and the idea proved so popular that some 230 members of the new auxiliary were present at the organization meeting July 15. At present the membership is over 300 without any regular membership campaign having been carried on. Practically every commercial and professional group in the city is represented.

The object of the organization is to provide a means for acquainting the young men of New Orleans with civic questions and to afford a medium for the expression of their opinions on matters affecting the younger business element. Membership is open to all white men between the ages of 18 and 30 who are not in control of a commercial enterprise that is eligible for membership in the senior organization. Control is vested in an executive committee of 21 members, whose chairman is the presiding officer of the association. Its committee organization is the same as that of the senior body, with the addition of such committees as are needed to handle matters coming more especially within the purview of the younger men. To give the members training in handling the practical problems which come before a commercial association, it is proposed to have a few members of each committee attend all meetings of the corresponding committee of the Association of Commerce.

The organization work has been completed, and plans are now under way for an active membership campaign and a series of trips about the city and talks by civic and commercial experts to assist the members in familiarizing themselves with local conditions. An employment bureau to serve the younger men is also under consideration.

A similar organization has been in existence in Baton Rouge, La., for several months, and letters received by the local organization indicate that the idea is rapidly taking hold in other cities of the South.

Failure to secure the schooners needed resulted in the canceling of an order for over a million feet of lumber which had been obtained by an American concern through a trade opportunity submitted by Consul Walter F. Boyle, of Ceiba, Honduras.

AMERICAN TRADE BALANCE.

Imports, duties collected, and exports for the week ending August 7, 1915, at 13 principal customs districts of the United States were:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$7,641	\$2,209	\$317,265
Massachusetts (Boston).....	2,693,620	226,691	1,450,888
New York.....	21,971,3-3	2,535,329	29,157,763
Philadelphia.....	1,775,199	156,786	2,741,696
Maryland (Baltimore).....	1,424,983	13,102	1,737,945
Virginia (Norfolk).....	684,606	2,737	1,736,678
New Orleans.....	1,959,922	147,124	1,909,421
Galveston.....	250,563	57,885	528,321
San Francisco.....	950,920	94,851	1,123,603
Washington (Seattle).....	1,667,028	12,250	2,503,590
Buffalo.....	463,958	21,682	1,403,740
Chicago.....	997,895	145,088	723,060
Michigan (Detroit).....	446,566	14,343	2,898,565
Total.....	34,294,282	3,432,077	48,239,737

The above figures show a favorable balance on merchandise transactions for the week ending August 7 in the 13 customs districts of \$13,945,455. The 13 districts cited handled about 92 per cent of the import and export business of the country, based on the transactions in June, 1915.

Cotton exported during the week ending August 7 amounted to 37,484 bales, making the total since August 1, 1914, approximately 8,548,051 bales.

The imports, duties collected, and exports at the 13 customs districts, by weeks, follow:

Week ending.	Imports.	Duties collected.	Exports.	Excess of exports.
June 5.....	\$27,017,651	\$3,253,010	\$44,213,871	\$17,196,220
June 12.....	32,621,619	3,533,676	46,877,826	14,256,207
June 19.....	30,062,279	4,378,381	49,177,367	19,115,088
June 26.....	31,894,639	3,591,838	40,944,204	9,049,565
July 3.....	29,896,465	3,169,059	50,442,243	20,545,778
July 10.....	23,126,932	2,734,116	40,801,146	17,674,214
July 17.....	32,908,191	3,778,167	40,270,553	7,362,362
July 24.....	31,213,817	3,762,327	54,122,360	22,908,443
July 31.....	30,258,698	3,694,780	54,234,569	23,975,871
August 7.....	34,294,282	3,432,077	48,239,737	13,945,455

DOMINICAN COASTWISE SERVICE.

[Vice Consul Juan M. Herrero, Santo Domingo, July 12.]

Recently a law passed the Dominican Senate aiming at the repeal of the decree of October 1, 1914 [which, as explained in Supplement 26b to COMMERCE REPORTS for July 15, 1915, limits the coasting trade of the Dominican Republic to national vessels], and allowing foreign vessels to enter the coastwise service. The law was sent to the House of Deputies, but, after quite a long discussion, failed to pass that body.

Merchants and manufacturers all over the country were hoping that something would be done by Congress to remedy existing conditions. The Dominican merchant marine, consisting of a few sloops, is inadequate to meet the needs of the domestic commerce, with the consequent delay incident to navigation by sailboats.

SWATOW SUGAR INDUSTRY LOSING IN COMPETITION.

[Consul G. C. Hanson, Swatow, China, May 28.]

Swatow's sugar industry reached its high-water mark in 1899, after which exports of both brown and white sugar steadily declined. In 1904, 1907, 1910, and 1911 slight recoveries were made, but since the last two years mentioned the sugar shipments from Japan and Hongkong have continued to force the Swatow sugar to give way in the markets of China, and Swatow's once great leading industry is meeting the same fate that befell China's tea trade. Coincident with the decline of the exports of Swatow sugar has been the increase in the imports into this sugar-producing district of Java sugar refined in Hongkong.

The temporary recovery of the trade in 1904 was due to a failure of the crop in Java, so that as all of the sugar of the 1903 local crop had been sold merchants were enabled to hold for a rise and the price of brown sugar increased from \$2.44 to \$2.83 and white sugar from \$3.44 to \$4.39 per hundredweight. Considerable white sugar, which had never before been sent away to foreign countries in any large quantities, found its way into markets outside of China. Still, during the same year imports of foreign sugar, both white and refined, increased considerably.

Downward Slump Becomes Very Marked.

The 1905 season found Swatow sugar again on the decline. The downward slump in 1906 was very marked. A significant feature of that year was the increase in the importations of white and refined sugar from Hongkong, Java, and the Malay States. These sugars, intrinsically superior, found a ready market in Swatow, and even undersold the local product.

Exports of Swatow sugar increased in 1907 and imports of the Hongkong varieties decreased. Despite bad business conditions in Swatow in 1908, the sugar trade held its own. Prices advanced considerably in 1909 and exports fell off.

At this period it was becoming more evident that a taste for the cleaner and cheaper, though probably less sweet, foreign refined sugar was being generally acquired, and the disappearance of the crude Swatow product as a foodstuff did not appear to be likely to be compensated for by its occasional use in the arts as an ingredient in dyeing silk piece goods. It was reported that farmers were extending their orange orchards over the former cane brakes. The imports of foreign sugar made substantial gains during 1909.

The 1910 export figures for both brown and white sugar, brown especially, gained over the figures of 1909, while the imports of foreign sugar fell off. This was due to a rise in the world's sugar prices, consequent on the reported failure of the Cuban crop, which caused a brisk demand for the cheaper grades of sugar and gave an impetus to the trade in the native article. The revival of the industry continued in 1911 and imports reached a very low ebb.

Industry Affected by Lack of Improved Methods.

Pessimism returned in 1912, and 1913 witnessed a further decline in the exports of Swatow sugar, while the imports of foreign sugar almost reached the record mark made in 1906. Absence of improved methods in the cultivation of the cane and in the preparation of the sugar still prevailed. The downward course of the local industry

continued in the early part of 1914, but with the outbreak of war conditions commenced to change. Imports of sugar into Swatow in the last quarter of the year dwindled practically to nothing, and a demand was created for Swatow sugar to fill the place of the foreign article formerly imported. Without doubt the local industry will be stimulated during 1915. But apparent recoveries in the industry have not been due to any improvement in the intrinsic value of the article or in methods of production but to disturbances in the world's sugar market, such as the failure of the Java crop in 1904, that of the Cuban crop in 1910, and the disappearance of Germany's beet-sugar export trade during the war.

The Chinese method of fertilizing the soil could be improved by using modern fertilizers in a scientific way in place of the more costly bean cake. There is a local concern making such a fertilizer, but the Chinese planters have retained the former methods. There are two varieties of cane produced in the district, one reddish in color, 5 to 7 feet tall, and over 1 inch in diameter; the other called the white cane, which is 6 to 8 feet high and 1 inch in diameter. The former in its natural state is popular with the natives, who chew it because of the excellent flavor of the juice; the latter is used for crushing to obtain the sugar that is marketed. Antiquated methods are used in extracting, evaporating, and refining the product. As a result, the sugar from the Hongkong refineries has been taking the place of Swatow sugar both in the north and Yangtze River Valley, and sugar from Japanese refineries has been driving native sugar from the markets in Manchuria.

The Hongkong sugar refineries are operated by companies that control Chinese coastwise shipping lines, and the Japanese refining companies are in a favorable position for obtaining satisfactory rates from the numerous Japanese steamship lines, so that an American refining company either in the Hawaiian Islands or the Philippine Islands, unless suitable freight agreements could be made, would compete under difficulties with the Hongkong and Japanese refineries for a footing in the vast and promising sugar markets of China. If the United States were not handicapped by the lack of a merchant marine, or if favorable rates could be obtained, there would be no reasons, other than too high a cost of production and refining, why sugar from the Philippine Islands should not gain a footing in the Chinese market.

Present Wholesale and Retail Prices.

Local merchants are granted one month's credit by the Swatow agents of the Hongkong refineries. Present wholesale and retail prices of sugar on the Swatow market are:

Grade of sugar.	Wholesale per 100 pounds.	Retail per pound.
Native raw.....	\$2.42	\$0.027
Native brown.....	3.00	.....
Native white.....	3.81	.042
Hongkong white.....	4.67	.064
Hongkong refined.....	4.89	.058

[A more complete report, with detailed statements of the developments in the industry from year to year, may be had from the Bureau of Foreign and Do-

mestic Commerce or its branch offices. Samples of sugar accompanying the report may also be inspected at the Bureau or branch offices at New York, Boston, New Orleans, Seattle, San Francisco, and Philadelphia. These samples include raw (No. 1), brown (No. 2), and white (No. 3) native sugars, and Hongkong refined (No. 4) and white (No. 5) sugars imported into Swatow. Lists of dealers in imported sugar at Swatow may be obtained from the Bureau or any of its branches.]

THE TRADE IN COPPER.

Imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan, during the week ended July 31, 1915, were as follows:

IMPORTS.

Countries.	Ore, matte and regulus (copper content).		Pigs, ingots, bars, plates, and old, etc.	
	Pounds.		Pounds.	
Canada	985,577	\$92,980	19,639	\$3,085
Peru	25,700	1,417	1,722,306	194,084
Japan			234,107	49,818
Chosen	64,950	5,196		
Total	1,076,227	99,593	1,976,052	246,987

DOMESTIC EXPORTS.

Countries.			Countries.		
Pigs, ingots, bars, plates, and old, etc.			Pigs, ingots, bars, plates, and old, etc.		
Pounds.			Pounds.		
France	1,477,017	\$267,557	Argentina	44,475	\$6,877
Italy	4,399,329	880,244	Brazil	6,573	1,102
Netherlands	1,381,651	77,365	Colombia	10,595	2,281
Norway	1,078,014	172,219	Uruguay	2,508	637
Russia	2,017,216	379,387	British East Indies	1,745	380
England	2,408,582	456,960	Dutch East Indies	55,885	10,503
Scotland	112,046	23,580	Australia	11,877	2,630
Canada	2,305	523	Philippine Islands	6,409	1,162
Panama	1,069	214			
Mexico	8,843	1,630	Total	12,026,139	2,265,251

RAILLESS TRAMS IN CHINA.

[Consul C. E. Gauss, detailed as vice consul in charge, Shanghai, China, July 7.]

The railless electric cars that were placed on the Shanghai streets several months ago by the Shanghai Tramways Co. and subsequently withdrawn on account of the imperfect roadbed have now been restored, the roads having been rebuilt with concrete foundation and surface so as to be able to bear the weight of the cars. Five cars are being placed in service on one road. A number of improvements have been made in the cars since they were first placed in service. It is expected that this railless-car system will be given a thorough test, and if it proves successful other routes will be established.

Cotton duck—6, 8, and 10 ounce goods—are in steady demand in Australia; also 72-inch duck for tents, veranda shades, etc.

RULES FRAMED BY "EASTLAND" INQUIRY BOARD ADOPTED.

A statement has been issued by the board of inquiry into the *Eastland* disaster, explaining the necessary adjournment of its proceedings because of legal restrictions placed by the Federal court upon the examination of witnesses while the grand jury investigation is pending, but at the same time making suggestions designed to further safeguard marine travel.

The board of inquiry urges that Secretary of Commerce Redfield transmit to the President and Congress preliminary recommendations for changes in existing laws governing the inspection of steam merchant vessels, with provision for a technical and scientific inspection in addition to the present practical methods employed, and, in addition, suggests the immediate incorporation in the rules and regulations of the department of requirements that increases in passenger-carrying permits must be issued by inspectors only after personal inspection of the vessel, of which inspection a written record shall be made, and that all inspectors be ordered to require owners of vessels whose stability they have any reason to question to make "inclining tests" on such vessels under the supervision of expert naval architects provided by the Department of Commerce.

Instructions have been given by Secretary Redfield to the Supervising Inspector General of the Steamboat-Inspection Service to incorporate the suggested rules as promptly as possible in the rules and regulations of the service. Instructions have also been given for the formation of a committee of supervising inspectors selected from the Atlantic, Gulf, and Pacific coasts, jointly with those in charge of the two districts on the Great Lakes, to study conditions in the service upon the Great Lakes with special reference to the safeguarding of passenger traffic, and to take such steps in connection with the same as may seem to be necessary, suggesting such changes in the rules and regulations as may, in their judgment, be required, if any. **COMMERCE REPORTS** will in due time publish any report or statement made by this committee. The report from the board of inquiry is, in full:

HON. WILLIAM C. REDFIELD,
Secretary of Commerce:

In obedience to the order of the Federal Court of the Northern District of Illinois, Eastern Division, dated July 31, 1915, that no witnesses subpoenaed to appear before the Federal grand jury be examined in any other proceedings relating to the *Eastland* disaster, and in view of the fact that some of said witnesses are necessary before this investigation is concluded, adjournment is taken until after the Federal grand jury has submitted its report.

Not having completed our investigation we are not prepared at this time to express an opinion as to who is to blame nor what agencies contributed to the capsizing of the steamer *Eastland*.

From the evidence thus far submitted, however, we are prepared to make certain suggestions designed to further safeguard marine travel. Therefore we earnestly urge that you transmit to the President and to the Congress of the United States the following preliminary recommendation for changes in existing laws governing the inspection of steam merchant vessels, and urge that ample force and sufficient funds be provided for a technical and scientific inspection in addition to the present practical methods employed.

1. Provide that there shall be created in the Department of Commerce a board of competent naval architects whose duty it shall be to pass (prior to their construction) upon the plans and specifications of all steam merchant vessels over 100 tons burden.

2. No steam merchant vessel of over 100 tons burden shall be certificated for service until its plans and specifications shall have been approved by the above-named board, nor until its safety, seaworthiness, and stability shall have been demonstrated to the satisfaction of said board.

3. Provide methods whereby any and all findings of the boards of local inspectors may be appealed.

4. Provide that whenever the passenger-carrying capacity of a steam merchant vessel is increased by any board of local inspectors, said increase must be approved, in writing, by the supervising inspector of the district.

5. Provide that any alterations of the original plans and specifications affecting stability, seaworthiness, and safety of any steam merchant vessel must have the approval of the above-constituted board of naval architects.

Pending the enactment of this legislation, we suggest the following be immediately incorporated in the rules and regulations of your department:

1. Increases in passenger-carrying permits must be issued by inspectors only after personal inspection of the vessel, of which inspection a written record shall be made.

2. All inspectors are ordered to require owners of vessels whose stability they have any reason to question, to make "inclining tests" on such vessels, under the supervision of expert naval architects provided by the Department of Commerce.

Respectfully submitted.

BOARD OF INQUIRY.

Official members:

WILLIAM A. COLLINS,
FRANK W. VAN PATTEN,
U. S. Local Board of Inspection.

Civilian members:

MARVIN B. POOL.
HARRY A. WHEELER.
BARRETT O'HARA.
PHILIP B. FOUKE.

CHICAGO, ILL., August 5, 1915.

CHILEAN TRAVEL-INFORMATION BUREAU.

[Consul General L. J. Keena, Valparaiso, July 6.]

The Museo de Valparaiso has opened an information department for foreign and domestic travel, and will receive and file monographs and advertising matter in regard to summer resorts, winter resorts, bathing, fishing, hunting places, and educational, historical, and scientific centers; lists of hotels, with description and prices; railway and steamship tariffs, and itineraries; maps and descriptive literature in general; in fact, all data that might be useful to one planning a trip from Chile to a foreign country. The Museo is supported by the Government and by the municipality of Valparaiso.

FIRST CANADIAN PRODUCTION OF METALLIC NICKEL.

[Consul M. B. Kirk, Orillia, Ontario, Aug. 3.]

The Canadian Smelting & Refining Co., of Orillia, Ontario, Canada, is experimenting in the smelting and refining of nickel mined in the Sudbury district, about 200 miles from this place. Already a small amount of metallic nickel has been turned out, which is believed to be the first metallic nickel manufactured in Canada.

[The Sudbury deposits were described in COMMERCE REPORTS for Aug. 2, 1915.]

The Irish wheat crop covers 87,116 acres this year, against 36,913 acres last season.

RESOURCES OF THE WEIKIU DISTRICT.

[Consul E. Carleton Baker, Chungking, China.]

Weikiu, which is sometimes known as Sin Pao Kwan, is located on the Min River, directly south of Sungpan [which was described in *COMMERCE REPORTS* for Aug. 9, 1915]. The city of Weikiu has only 1,600 inhabitants, but the district under review contains a population of about 140,000, one-third of whom are Chinese. It extends south as far as Kwanhsien, in a northerly direction as far as Mowchow, and westward about 200 miles. It therefore takes in the city of Wenchow, which has a population of about 2,000, and Lifan, with an estimated population of 1,600.

The tribes that inhabit this country are not at all friendly with the Chinese and have never been completely subdued. Commercial relations, however, are maintained at all times, although the unsettled condition of the country is often a great hindrance to trade.

Entrepôt for Tribal Country.

Weikiu derives its importance from being an entrepôt for the tribal country to the north and west. It is situated at the junction of the northern and western non-Chinese roads and is very near the confluence of the Min River and a small tributary which flows in an easterly direction. The people of this region, like those in the Sungpan district, are for the most part engaged in the cattle and sheep industry, though a very great number are employed in the collection of medicinal roots and herbs.

Farming is carried on to a certain extent in the valleys, but most of the produce is consumed locally. While large quantities of native products are brought down by river from the north and west, a very considerable amount is carried overland by coolies, mules, and yak. The roads are exceedingly difficult to traverse and the cost of transportation is high. The coolies usually carry 110 pounds each and are paid at the rate of about 12 cents United States currency, per day, covering 20 to 30 miles per day according to the character of the roads. The cost of conveyance by pack animals works out at almost exactly the same rate.

Animal Products.

The animal products of the district under review are of primary importance as regards local consumption and export trade. The people subsist very largely on meat, butter, cheese, and milk, and their clothing consists of either sheep skins or woolen cloth, or both. Large quantities of wool are exported, and a considerable amount finds its way to foreign countries. A missionary in the Weikiu district stated that he had in one day met mules carrying in all about 5 tons of wool, and that at certain seasons of the year an average of 3 tons is brought down daily. Hides also figure very largely in the export trade, and live stock is sent to the Tibetan markets, as well as to certain parts of the Chengtu plain.

The animal industry is capable of indefinite expansion, and could be developed in several ways. The quality of the stock should first be improved, and cheese, butter, meat, and milk could be canned to great advantage and exported to other parts of China, and even to foreign countries. Woolen factories could also be started, and hides

could be tanned locally or sent for this purpose to Chengtu. The possibilities of the vast grazing area are realized now only to a very small extent.

Agricultural Resources.

Most of the crops are consumed by the local population, but are insufficient even for this purpose. Rice is imported in large quantities, but is eaten principally by the Chinese. Maize, millet, wheat, oats, buckwheat, barley, peas, beans, Irish potatoes, and chili peppers are the principal crops. Pomegranates, pears, peaches, and apricots are also grown. While the peaches are of excellent quality, the pears, pomegranates, and apricots are inferior to those found in other countries.

The harvests are generally plentiful, and there are usually two crops a year. The soil has great fertility, but the rainfall is very light, and irrigation is extensively employed. The chili pepper is the only agricultural product that figures to any extent in the export trade. The country is especially favorable for its cultivation, and the quality is exceptionally good. It is much prized by the Chinese and brings high prices at Chengtu. It is largely used as a relish, but is also employed for seasoning purposes.

Medicines and Timber.

Great quantities of medicinal roots and herbs are exported from the Weikiu district. Most of them are consumed in China, but a few could very well be sent to foreign countries, and now that the drug trade of Europe is disorganized by the war it may be possible to ship certain medicines direct from this Province to the United States. Aconite, snakeroot, zanthoxylum, licorice, and other plants, which grow in the Weikiu district, are used in the preparation of pharmaceutical products in America.

Timber is sent down by river from Weikiu. It was estimated last autumn that timber valued at \$500,000 United States currency was on the way to Chengtu and that 800 men were employed in taking it down. This quantity was quite exceptional, however, and it is probable that the wood had accumulated during the time when the condition of the Min River was such that it could not be floated down successfully. Nevertheless the trade in timber is fairly steady, and this article ranks third among the exports. Most of the timber is produced in the mountainous country about Lifan and is floated down to Weikiu.

Mineral Products—Imports.

Gold, lead, and silver are the principal metals found in the Weikiu district. Gold, however, is the only one that is worked to any great extent, and even of this metal large quantities are never found in any one place. It is mostly obtained by placer mining in the deposits of sand and gravel carried down by glaciers and streams. The returns are small, but are sufficient to attract a fair number of people, especially when other lines of industry are slack. Half way between Wenchwan and Kwanhsien, to the east of the Min River, are found large deposits of jade. An important industry has been developed in manufacturing cups, arm rings, and other ornaments. This industry is very old and is confined to a small area. The best quality of arm rings

sell for about \$6 Mexican (approximately \$3 United States gold) a set.

While tea, rice, and sandals lead among the imports of the Weikiu district, many other commodities figure in the import trade, which is constantly expanding; among these are Chinese wine, oil, bacon, cotton goods, hemp, straw, hardware, and crockery. The rice, as stated, is mostly consumed by Chinese, who also purchase the hardware, crockery, wine, and bacon. Most of the tea, as in the case of the Sungpan and Tachienlu districts, passes into the hands of the Tibetans. The quality is very poor. Not only is the method of curing the tea very crude, but stems, twigs, and even sticks are often mixed in with the leaves.

Demand for Foreign Goods Negligible.

The demand for foreign goods in the Weikiu district at present is almost negligible. The people for the most part are poor, and their requirements simple. The plats of land under cultivation are too small to make the use of agricultural implements worth while, and there is no opportunity for the sale of mining machinery. If meat and dairy products could be canned, as suggested above, there would be a good chance to sell foreign machinery for this purpose. It will probably be many years, however, before the people of the Weikiu district are sufficiently advanced to carry on such an enterprise successfully, but the possibility is worth keeping in mind.

[The foregoing is one of a series of articles, prepared by Consul Baker, on the resources and development of Szechwan Province by districts; those that have already appeared in *COMMERCE REPORTS* are Mienchow (Feb. 3, Tzeliuching (Apr. 17), Sulning (May 3), Yachow (May 26), Chengtu (June 2), Tachienlu (June 5), Kaihsien (June 26), and Sungpan (Aug. 9.)]

SPANISH IMPORT DUTY ON WHEAT AND FLOUR.

[Telegram from American consulate, Barcelona, received, Aug. 8, 1915.]

Spanish Government published August 5 decree establishing duty of 5 pesetas on wheat and 8 pesetas on wheat flour per hundred kilograms for all shipments leaving for Spain during August. [The rates fixed in July were 2 pesetas per 100 kilos on wheat and 5 pesetas per 100 kilos on flour. Peseta, \$0.193 cents; kilo, 2.2046 pounds.]

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

Seed-oil exports from the United Kingdom during the first six months of 1915 totaled 58,852 tons, valued at \$8,696,810, compared with 27,886 tons, valued at \$3,926,501, in the like period last year, and 29,172 tons, valued at \$4,228,030, in the first six months of 1913. The big increase was to the Netherlands, shipments thither having advanced in value from \$130,081 in the 1914 half year to \$4,924,626.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Machine tools and machinery, No. 17875.—The commercial agent of the Bureau of Foreign and Domestic Commerce in New York City is in receipt of a letter from a firm in that city reporting that it is expecting a visit from a representative of a large firm in Spain which desires to place orders for approximately \$200,000 worth of machine tools and machinery. It is stated that the Spanish firm has already placed large orders in the United States.

Machine tools, No. 17876.—The Department of Commerce is in receipt of a letter from a man in the Netherlands stating that he desires to receive the names and addresses of American manufacturers of machine tools to be used in making toys. He desires to receive catalogues, price lists, and full information at once. He desires to be informed as to whether these manufacturers are represented in Belgium and the Netherlands, and whether they are in a position to designate him as a representative in those countries. He states that he is in a position to offer references.

Electrical supplies, No. 17877.—An American consular officer in Siberia reports that a firm in his district desires to communicate with American manufacturers of electric lamps, chandeliers, and electrical appliances of all kinds. Catalogues, with prices, should be forwarded at once. Shipping weights, freight rates, etc., should be indicated. Correspondence should be in Russian or German.

Tractors, No. 17878.—A firm in France writes the Department of Commerce that it desires to hear from manufacturers of small tractors for use in vineyards. The machine should not be more than 39.37 inches wide. Correspondence should be in French.

Tapestry, No. 17879.—An American consular officer in Spain reports that a Spanish firm desires to secure selling agents in New York City for the purpose of handling its handmade tapestries.

Paraffin, No. 17880.—A firm in China informs an American consular officer that it desires to represent American manufacturers of paraffin. Samples of the various grades should be sent. Quotations should be made c. i. f. Hankow or Shanghai. The firm states that it will buy against documentary drafts D/P or D/A at seller's option. To facilitate transactions, the firm desires to arrange to place orders by cable.

Wooden toys, No. 17881.—A firm in Spain informs an American consular officer that it desires to secure the services of agents in Boston, New York, New Orleans, and Chicago for the distribution of its wooden toys.

Silk, yarn, and cotton goods, No. 17882.—An American consular officer in England reports an opportunity for the sale of silk, yarn, and cotton goods. References are given.

Canned goods, No. 17883.—An American consular officer in Spain reports that a business man in his district desires to appoint a selling agent in New York and Chicago for the disposition of his canned goods.

Gold and silver foils and powder, No. 17884.—A business man in Japan has asked an American consular officer to supply the names and addresses of American manufacturers and exporters of gold and silver foils and powder.

Paper, No. 17885.—One of the commercial agents of the bureau reports that a publishing company in Brazil desires to receive quotations on printing paper. The paper should weigh about 40 grams to the square meter; should be pearl white, and be shipped in rolls, 52 by 104 centimeters wide. Four and five months credit are expected.

Sulphate of soda, wood pulp, and paper, No. 17886.—A firm in Brazil informs one of the commercial agents of the bureau that it desires to receive prices, etc., on sulphate of soda, all grades of wood pulp, and on printing paper. The paper should weigh from 43 to 50 grams to the square meter, in sheets or rolls. Prices are also desired on glazed paper. Quotations should be made c. i. f. destination.

Iron and steel products, lumber, etc., No. 17887.—A firm of general commission merchants in New Zealand informs the Bureau that it is anxious to make connections with American manufacturers and exporters of wrought-iron tubes, tin plates, galvanized sheets, wire nails, iron and steel products, cement-asbestos sheets, plaster of Paris, oak timbers, fertilizers, disinfectants, linseed oil, and axes and handles therefor. The firm is also desirous of communicating with American manufacturers of binder twine who may be in the market for hemp and tow. The firm acts as a buying agent and will establish credit in New York City or pay cash against documents in New Zealand.

Sashes, doors, and blinds, No. 17888.—One of the commercial agents of the Bureau of Foreign and Domestic Commerce reports that a director of a company in Brazil desires to correspond with American manufacturers of window sashes, doors, blinds, etc. Quotations should be made c. i. f. destination. He desires the sashes, etc., made of yellow pine and veneered woods. Correspondence, catalogues, etc., may be in English.

Textiles, No. 17889.—An American consular officer in England reports that a business man in his district desires to represent American manufacturers and exporters of hosiery and piece goods for women. Reference is given.

Wine, No. 17890.—A business man in Spain desires to arrange for the services of a selling agent in the United States for Spanish wines.

Soda fountains, No. 17891.—An American consular officer in France writes that a business man in his district desires to receive catalogues, price lists, and full information relative to soda fountains. The man also desires to receive an agency proposition. Prices should be quoted c. i. f. destination or f. o. b. steamer New York. Correspondence may be in English.

Wooden pipes and tanks, No. 17892.—One of the commercial agents of the Bureau writes that a firm in Brazil desires to receive catalogues and full information relative to wooden pipes and tanks. The firm desires to act as an agent. References are offered.

Wine, No. 17893.—A Spanish wine producer writes an American consular officer that he is seeking a selling agent in the United States for his high-grade sherry wines.

Gas tank, No. 17894.—An American consular officer in Australia has transmitted a report, together with plans and specifications, for a proposed gas holder in his district. A copy of his report, together with the specifications, etc., may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices.

Paper, hardware, drugs, etc., No. 17895.—A business man in Spain writes an American consular officer that he desires to receive catalogues, samples, prices, etc., relative to paper, hardware, drugs, and chemicals. He desires to act on an agency basis.

Tartaric acid, cream of tartar, etc., No. 17896.—An American consular officer in England reports that a firm in his district desires to communicate with American manufacturers of powdered tartaric acid, powdered cream of tartar, and small medicine bottles. The firm states that it is in a position to pay cash against documents in that country.

Malt, No. 17897.—A large user of malt for brewing purposes in an insular possession informs an American consular officer that it is in the market for malt. Correspondence may be in English. Quotations are preferred c. i. f. destination.

Electric motors, No. 17898.—A merchant in Spain informs an American consular officer that he desires to receive catalogues and full information relative to stationary electric motors for pumping water. The merchant states that he has been accustomed to credit terms of 30, 60, or 90 days. Correspondence, etc., should be in Spanish.

Umbrella material, No. 17899.—A manufacturer's agent in England informs an American consular officer that he desires to receive the names and addresses of American manufacturers and exporters of all kinds of materials for making umbrellas.

COMMERCE REPORTS



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DEPARTMENT OF COMMERCE



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"WESTERN" PLAYING CARDS IN CHINA.

[Commercial Attaché Julean H. Arnold, Shanghai, July 7.]

It has come to my attention in traveling about China that the demand for American playing cards is on the increase. In Shanghai, for instance, the Chinese are showing preference for "Western" playing cards over their own so-called "sparrow cards."

The popularity of the foreign cards could be greatly increased by the addition of Chinese numerals and the Chinese characters for king, queen, and jack. The cheaper grades of playing cards would find a larger market in China than would the more expensive kinds. The Chinese are also fond of showy cards, hence those with pictured backs would be most popular, especially if the backs were designed in Chinese fashion.

Detailed suggestions as to the manner of printing the cards for sale in China and the marketing of the same may be secured from a resident of Shanghai, whose address will be furnished upon application by the Bureau of Foreign and Domestic Commerce or its branch offices.

FIRM FINDS RESIDENT BUYER THROUGH BUREAU.

The New York office of the Bureau of Foreign and Domestic Commerce has recently received the following letter of appreciation from a local firm which it placed in touch with an important South American house that was in search of a buyer:

* * * As a result of the interview we have arrangements which we hope will lead to an increased consumption of American goods in the Argentine, and also lead to the satisfaction of both Messrs. ——— and ourselves. Although this arrangement is tentative, it is especially gratifying as being a natural expansion in the direct line of our specialties—material-handling and power machinery, together with equipment for the construction of industrial plants, railroads, and public works. And you will please accept our thanks for this courtesy and call upon us should anything come up in the work of the department in which we can reciprocate.

MUTTON PRICES CHECK NEW ZEALAND WOOL OUTPUT.

[Consul General Alfred A. Winslow, Auckland, July 8.]

The sheep-raising industry in New Zealand has not grown so rapidly during the five years ended April 30, 1915, as before, owing to increasing exports of mutton and lamb carcasses, the amounts of which were:

Year.	Number of sheep in Dominion.	Mutton carcasses exported.	Lamb carcasses exported.
1906	20,108,471	1,500,773	2,134,563
1907	20,993,772	1,921,465	2,519,417
1908	22,449,053	1,821,426	2,826,437
1909	23,490,707	1,899,446	2,910,358
1910	24,269,620	1,711,839	3,423,918
1911	23,996,126	1,979,534	3,708,468
1912	23,750,153	1,918,119	3,035,783
1913	24,191,810	2,133,226	3,181,991
1914	24,798,763	2,630,962	3,808,006
1915	24,465,526	2,392,213	3,456,497

The 1915 figures would have been much greater had it been possible to obtain cold-storage space on steamers, for the refrigerators of the country are full of frozen mutton and lamb, and have been most of the time for the past six months. At the present price of mutton it is considered more profitable than to raise wool. Nearly all of these exports have heretofore gone to the United Kingdom, and now the British Government is taking the entire output. Several new freezing works are being erected.

CROP ESTIMATE FOR ALBERTA PROVINCE.

[Consul Samuel C. Reat, Calgary, Alberta, Canada, Aug. 2.]

With the high temperature of the last days of July the crops of Alberta for 1915 are practically assured. The heavy precipitation during June and the first of July, together with a rather low temperature, retarded somewhat the growth of the crops, but the weather improvements of the last two weeks indicate a very promising yield of the staple crops. An estimate at this time is fairly safe and approximately accurate:

	Acres.	Bushels.
Spring wheat.....	1,200,000	24,000,000
Winter wheat.....	45,000	1,350,000
Oats.....	1,147,382	68,842,920
Barley.....	420,000	16,800,000
Flax.....	50,000	1,000,000
Rye.....	17,500	525,000
Spelts.....	2,500	100,000
Total.....		112,617,920

Fifty-Thousand-Dollar Contract for California Alfalfa.

The San Joaquin Light and Power Magazine reports what appears to be the largest contract for alfalfa ever signed up in that valley. A Porterville company has contracted with a New York firm to furnish \$50,000 worth, which will be shipped via the Panama Canal and placed on the New York market for from \$20 to \$27.50 per ton.

POTASH DEPOSITS IN SPAIN.

[Consul General Carl Balley Hurst, Barcelona, June 14.]

The recent interest taken in the deposits of potash salts in Catalonia, which promise to be of extraordinary importance, has given rise to some discussion as to the best method to pursue in their exploitation. Spain wishes to safeguard the domestic supply of potash by embodying in the mining concessions the necessary guaranty for the protection of Spanish agriculture. With this object in view, the royal decrees of June 30 and October 1 were issued and a bill was presented to the Cortes and approved by the Senate which, when it becomes law, will regulate concessions to potash mines and permit the intervention of the State to protect the supply and its consumption. Pending the reopening of the Cortes, work on the potash deposits has been practically suspended, and as the demand for potash is augmented by the present European situation the Spanish Government realizes that it might be prejudicial to national interests to hinder in any way the development of mining for this mineral.

Accordingly, on June 10 a Royal decree was issued, in harmony with the general provisions of the bill now pending. It provides that the concessionaire of mines of potassic salts as well as any potash-producing minerals shall uninterruptedly work the mines to which rights may have been conceded, whether for carrying on experimental boring or for actual mining. In the latter case it will be understood that the obligation to exploit the mine will be enforced only when the value of the production covers the expense incurred. The concessionaire is obliged to reserve for national consumption such part of the salts produced as the Government shall deem advisable. All beds of potash shall be registered at the civil governor's office of the Province in which they are found, and the Government will inspect the work on these concessions in order to enforce compliance with its regulations.

[Additional information bearing on the Spanish potash situation is contained in a second report from Consul General Hurst, which may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

IMPORTS OF COTTON INTO RUSSIA.

[Consul General John H. Snodgrass, Moscow, June 24.]

According to the Central Cotton Committee, the cotton supplies of Russia up to June 14 show the following figures: During the season of 1915 there were imported 270,046 bales of foreign cotton and 1,248,190 bales of Russian cotton from Central Asia, a total of 1,518,236 bales, while during the corresponding period of 1914 there were imported 815,688 bales of foreign cotton and 1,007,412 bales of Russian cotton, a total of 1,823,100 bales.

At present a number of shipments of cotton are transported by water. In Nizhni-Novgorod steamers loaded with cotton are arriving from Astrakhan and Perm, and proceed along the Volga to Kineshma, where the cotton is forwarded by rail to the factories of the Moscow manufacturing district.

THE PHOTOGRAPHIC ZENITH TUBE.

It is well known that there is a small periodic change in the position of the axis of the earth, which results in a corresponding variation in the latitude of points on the earth's surface. The period and extent of this movement are known approximately, but for a number of years a series of astronomical observations has been maintained for the purpose of measuring with the greatest possible accuracy the precise character and period of this variation.

An important contribution to the study of this phenomenon is contained in a publication just issued by the United States Coast and Geodetic Survey, Department of Commerce, as Special Publication No. 27, Serial No. 7, being a report by Dr. Frank E. Ross, Ph. D., entitled "Latitude Observations with Photographic Zenith Tube at Gaithersburg, Md., in Cooperation with the International Geodetic Association."

By an agreement approved January 23, 1899, by the Treasury Department (under which department the Coast and Geodetic Survey then was) the Superintendent of the Coast and Geodetic Survey has exercised supervision over the work of two of the three observatories for the observation of the variation of latitude maintained by the association in the United States, of which Gaithersburg was one.

The zenith tube was constructed according to plans prepared by Dr. Ross, and was used by him at the latitude observatory maintained by the International Geodetic Association at Gaithersburg, Md., which observatory was under his charge. By its use results of very remarkable precision and of great importance have been obtained.

The photographic zenith tube was delivered at Gaithersburg May 11, 1911. The instrument was in use there until October 23, 1914. It was operated in conjunction with the Wanschaff zenith telescope, which had been in use since the latitude observations were begun and without interfering with the work mapped out for the latter. A comparison of the observations obtained with the two instruments furnishes results of great interest, and throws considerable light on some of the unexplained discrepancies developed in the determination of the constant of aberration.

The observatory at Gaithersburg was closed some months ago, and the final work of Dr. Ross for the association was the preparation of the report which is now given to the public.

After detailing the various considerations which lead to the choice of the instrument and describing fully the construction of the zenith tube and the method of using it, Dr. Ross discusses the results obtained and gives a summary of the conclusions reached.

These are briefly that: The existence of what is known as the Kimura term is verified and definitely established as not of instrumental or personal origin, and also the existence of certain other fluctuations of the latitude not due to a motion of the pole and not a Kimura term. Short-period fluctuations in the latitude, probably of atmospheric origin, are indicated.

An instrumental error is found to occur with visual zenith telescopes producing a progressive increase in the latitude observed dur-

ing the night. The accuracy of the individual latitudes obtained with the photographic instrument appears to be considerably greater than that obtained with the visual instrument.

This publication may be obtained without charge by those interested by addressing the Division of Publications, Department of Commerce, Washington, D. C.

TYPEWRITERS IN COLOMBIA CHIEFLY AMERICAN.

[Consul Ross Hazeltine, Cartagena, July 15.]

American typewriters are used almost exclusively in Colombia. European machines are practically unknown. In Cartagena there are five agencies for American machines.

Considering the business population of Colombia, the imports of typewriters are very large and, according to statistics, appear to be steadily increasing. During the year ended June 30, 1914, the imports through the port of Cartagena were valued at \$12,300—all from the United States. During the calendar year 1914 this item grew to a total of \$21,809, of which \$19,107 came from the United States, \$1,622 from Great Britain, and \$1,080 from Germany.

The import duty on typewriters is low. Levied on the gross weight at the rate of \$0.05 a kilogram (2.2046 pounds), the duty on a machine of ordinary weight is about \$1.50. Ribbons are dutiable at the rate of \$0.20 a kilogram, gross weight. In addition there is a surtax amounting to 2 per cent of the duty.

Latest Models, with Spanish Keyboard, in Demand.

As a rule, machines are sold on the installment plan. The retail price is only slightly higher than in the United States, on account of the reasonable expense of transportation. The latest models are in demand, but must be equipped with a Spanish keyboard. Bicolored ribbons are preferred.

Owing to the climate, machines should be rustproof as far as possible. After only six months' use with care the ordinary machine has the appearance of one that has been used two years or more in the United States. The nickel-plated parts peel and rust.

This rapid deterioration does not necessarily interfere with the successful operation of the machine, but detracts from the general appearance. The parts subject to peeling or rusting in moist, tropical climates are: Paper fingers, finger piece and thumbscrew on the ribbon spool, line-space regulator, ribbon reverse lever, paper-release lever, scale, carriage-release levers, the screws and number plate, and often the ribbon vibrator. The correction of these defects, if they may so be designated, would add greatly to the appearance, life, and prestige of typewriters.

Although many American makes are in use in this consular district, those actively pushed are Remington, Underwood, Royal, and Sun. The packing of American machines is admirable, and could hardly be improved. The container should be marked with the gross and net weights in kilograms. All correspondence should be in Spanish. Prices may be quoted in American currency.

[Lists of existing agencies and lists of possible agents may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

AMERICAN CHAMBER OF COMMERCE AT MILAN.

[Consul John H. Grout, Milan, Italy, June 30.]

The American chamber of commerce organized in Milan on February 1 last, under the auspices of this consulate, and which was then formed under the title of United States Chamber of Commerce, has recently become incorporated under the name of "The American Chamber of Commerce in Milan." [See **COMMERCE REPORTS** for Mar. 9 and Apr. 8, 1915.] That there was a large field for its activities has been fully shown by its rapidly growing membership roll and the large amount of work which it is accomplishing.

The constantly increasing correspondence which the chamber is receiving from the United States is good evidence that American merchants seeking advice and information are becoming aware of its value, while business houses in Italy dealing or desiring to deal with American firms are constantly appealing to it for advice and information.

Officers and Board of Directors—Spacious Quarters.

As recently incorporated, its officers and board of directors are:

Honorary president, Hon. Thomas Nelson Page, American ambassador at Rome; honorary vice president, Comm. Augusto Richard; president, Charles F. Hauss; vice president, John F. Stucke; treasurer, Dr. G. C. Cotta; honorary secretary, Comm. Dr. Emilio Lepetit; secretary, Dr. Homer Edmiston; consulting director, John H. Grout, American consul at Milan. Directors—T. A. Calnan, Milan representative of the Boston Blacking Co.; Guido Corti, American furniture importer; Dr. G. C. Cotta, French & Cotta; Charles F. Hauss, American Radiator Co.; Jacob Lanz, Società Nazionale del Radiatori Compagnia; Comm. Dr. E. Lepetit, chemical products; Cav. Alberto Moretti, cotton industry; L. C. Panizzardi, Vacuum Oil Co.; Comm. R. A. Poole, Ford Automobile Co.; Comm. Augusto Richard, Società Richard Glnori; E. C. Richardson, Western Electric Co.; Comm. Tito Ricordi, G. Ricordi & Co.; V. S. Rothschild, Sulzberger & Co.; J. F. Stucke, United Shoe Machinery Co. of Italy; Comm. A. von Hartz, Società Italo-Americana pel Petrolio. Honorary legal adviser, Avv. Achille Bossi.

The headquarters of the chamber are in Bertolini's Hotel Europe, where ample and convenient rooms have been fitted up for the work of the chamber, and where, in addition to the secretary and staff of clerks, a member of the board of directors is on duty every week day to give assistance to business callers.

More American Members Desired.

At the weekly meetings of the board of directors matters relating to trade are discussed and committee reports are received. All communications upon business topics, both from Italian firms in various parts of Italy and from American houses, receive prompt and close attention, much time being often expended in securing reliable information for replies. Altogether, judging from the work already accomplished and that in view, the chamber is bound to become an important factor in the commercial intercourse between the United States and Italy.

One of the weakest points in the organization to-day is the small representation of American firms. The chamber, while with pleasure corresponding with any and all American firms applying to it for information, feels that many American firms regularly trading

with Italy should give their support to the extent of at least becoming nonresident members, the fee being \$15 per year. The membership of the chamber is limited to American and Italian citizens representing firms of good standing interested strictly in trade between the two countries. Owing to this fact it enjoys the hearty cooperation and recognition of Italian chambers of commerce, as well as the Italian Government authorities.

To-day the organization is upon a paying basis, but the stronger it is in membership and finances the more work it can perform, hence the desire of the board of directors for a large representation of American firms interested generally in the increase of permanent trade relations between the United States and Italy.

New Bank Contemplated—Transportation.

One of the first questions that suggested itself to the directors of the American Chamber of Commerce in Milan as demanding immediate solution was that of exchange between the United States and Italy. Heretofore, even in time of peace, it has been impossible for Italian merchants, however good their credit, to get any bank to discount a bill of lading for goods shipped to the United States. In making remittances thither they have been compelled to employ banks which, carrying no credit balances in New York, avail themselves in such operations of the indirect and expensive medium of London or Paris exchange.

The finance committee appointed by the board of directors has lost no time, and negotiations looking to the foundation of a bank which shall treat directly all financial and commercial transactions between the United States and Italy have already reached an advanced—in fact, almost a final—stage, and it is expected that before many weeks the project will assume definite organization. The plan is for a specialized institution for purely financial and commercial operations, making possible direct dealings without the assistance of intermediaries, and thus doing away with additional charges.

Recently the organization has taken up for discussion and action the matter of improved transportation facilities. Much headway has already been made, but the matter has not yet reached final solution.

[A copy of the by-laws of the Milan chamber may be seen at the Bureau of Foreign and Domestic Commerce or its branches, from which offices interested American firms may secure membership application blanks upon request.]

REVALUATION OF MOSCOW REAL ESTATE.

[Consul General John H. Snodgrass, Moscow, Russia, July 16.]

The appraising commission of the City Board of Moscow has completed the revaluation of the real estate owned by the inhabitants of the city. According to the new rate of valuation the sum of net revenue received from real estate was estimated on January 1, 1915, at 108,315,047 rubles (\$55,782,249, at the normal rate of exchange, \$0.515 to the ruble), while in previous years the revenue had amounted to \$40,726,537. The greatest increase is found in the outskirts of the city, where it amounts to 61, 62, and 70 per cent, while in the central parts of the city it ranges from 19 to 28 per cent.

WALES HAS LARGE TRADE IN TALLOW, LARD, AND OILS.

[Vice Consul William L. Jenkins, Swansea, July 20.]

There is a steady demand in the Swansea consular district for refined cottonseed oil, fish oil, lard, tallow, and grease. This market should be particularly good for American exporters when the war is over, especially for tallow and grease.

There are no soap or candle factories in this district, though there are important ones near by, as at Bristol, England, but considerable quantities of tallow are used locally in connection with a large shipping trade carried on at this port, both for rough lubrication in general and, by mixing with white lead, for coating the exterior of vessels. The principal use to which refined cottonseed oil is put locally is that of frying fish. One dealer states that there are large quantities of it crushed at Gloucester, England.

The most recent wholesale prices at Liverpool for tallow, the long ton of 2,240 pounds being the unit employed, are: North American, \$136.26 to \$175.19; South American, \$141.12 to \$170.32; Californian, \$136.26; and Australian, \$180.06. Cottonseed oil is quoted at \$131.39 and fish oils at \$97.33 for the best grades, and from \$18.66 to \$97.33 for the poorer ones (c. i. f. Swansea).

Imports into United Kingdom.

Tables giving the quantities and values of total imports of this class of articles into the United Kingdom for the calendar years 1912, 1913, and 1914, and those from the United States separately, show the important rôle American firms are already playing in this trade. These figures are presented in terms of 2,240 pounds to the ton and 112 pounds to the hundredweight, the tun being a cask containing about 1,120 pounds:

Articles.	Quantities.			Values.		
	1912	1913	1914	1912	1913	1914
FROM UNITED STATES.						
Lard.....cwt..	1,663,180	1,868,992	1,672,450	\$20,645,348	\$25,231,476	\$21,934,951
Lard, imitation.....do..	186,951	184,663	228,525	1,796,021	1,872,702	2,306,497
Oils:						
Cottonseed, refined...tons..	20,148	15,506	19,161	2,947,707	2,539,077	3,080,606
Cottonseed, unrefined...do..	6,041	405	1,573	807,596	64,875	239,106
Coconut, unrefined...cwt..	72,090	51,441	.....	647,571	513,557	.....
Fish.....tuns..	4,111	1,552	1,676	385,699	133,731	165,223
Grease, animal fats, etc.....do..	94,955	70,153	.....	288,934	205,134	.....
Tallow, unrefined.....do..	81,539	83,668	10,726	650,203	646,227	83,699
Oleomargarine and refined tallow.....cwt..	56,660	104,592	108,855	12,348,991	1,318,461	1,333,465
FROM ALL COUNTRIES.						
Lard.....cwt..	1,700,487	2,005,360	1,765,107	22,255,166	27,021,056	23,120,464
Lard, imitation.....do..	218,522	224,519	252,742	2,115,093	2,265,370	2,555,813
Oils:						
Cottonseed, refined...tons..	21,666	16,586	19,866	3,213,194	2,716,855	3,209,335
Cottonseed, unrefined...do..	6,168	1,070	3,114	821,718	154,502	437,260
Coconut, refined...cwt..	601,757	546,742	309,417	6,462,493	6,533,125	3,929,519
Coconut, unrefined...do..	631,432	622,801	396,593	5,852,098	6,533,125	3,929,519
Fish.....tuns..	68,030	70,886	34,928	6,309,305	7,340,706	5,544,899
Stearin.....cwt..	97,120	82,689	95,330	954,924	814,866	970,614
Tallow, unrefined.....do..	2,039,352	1,902,084	1,641,552	16,467,652	15,609,922	12,955,733
Oleomargarine and refined tallow.....cwt..	357,262	377,557	363,676	4,060,033	4,176,090	3,861,726

During 1914 the United States led all other countries in the value of exports to the United Kingdom of lard, imitation lard, refined and unrefined cottonseed oil. For fish oils, the southern Wales fisheries came first, Norway second, Japan third, the Falkland Islands fourth, and the United States eleventh. For oleomargarine and refined tallow, Argentina led, with the United States second; for unrefined tallow, Australia far exceeded other countries, Argentina coming second, Uruguay third, China fourth, and the United States fifth.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers and signal letters designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the week ended August 7, 1915:

Name.	Official number.	Signal letters.	Tonnage.		Year built.	Where built.	Home port.
			Gross.	Net.			
POWER.							
Gas screw yacht:							
Arcadia	213530	.....	30	25	1915	Brooklyn, N. Y...	New York.
Franeda	213539	.....	23	21	1912	Toms River, N. J.	Philadelphia.
Moneeka	213535	LFMW...	28	22	1915	Neponset, Mass...	Burlington, Vt.
stern wheel:							
Ben Hur	213537	.....	8	5	1915	Knoxville, Tenn...	Chattanooga.
Gas screw:							
E. J. N.	213540	.....	24	16	1915	Kasaan, Alaska...	Ketchikan.
Emily	213538	.....	12	8	1915	New Haven, Conn.	New Haven.
George L.	213524	.....	12	10	1915	San Diego, Cal...	San Diego.
Helen F. Eaton.	213525	.....	14	11	1915	Deer Isle, Me.....	Stonington, Me.
Kitty Moran ..	213532	.....	12	12	1915	Portland, Oreg...	Portland, Oreg.
Ocmulgee	213526	.....	250	236	1915	Macon, Ga.....	Savannah.
Sturges	213533	.....	11	9	1915	San Diego, Cal...	San Diego.
Wild Cat	213541	.....	36	17	1915	Milton, Del.....	Wilmington, Del.
William C.	213531	.....	15	10	1915	Stockton, Cal.....	San Francisco.
Steam screw yacht:							
Wenonah	213527	LFMS	190	160	1915	Boston, Mass.	Boston.
Steam stern wheel:							
Beder Wood ...	213534	.....	46	46	1915	Dubuque, Iowa...	Chicago.
Steam screw:							
Hudson	213536	.....	130	88	1915	Tottenville, N. Y.	New York.
J. C. Stewart ..	213529	.....	94	64	1915	Ferrysburg, Mich.	Do.
Winnebago * ...	213528	LFMV	4,362	2,718	1900	Stockton, England	Do.
UNRIGGED.							
Barge:							
Clifford	166095	.....	316	311	1915	Gildersleeve, Conn.	Hartford.
No Name	166094	.....	7	7	1912	Saltaire, N. Y.....	Patchogue.
Pleasant Hours.	166093	.....	6	6	1915	Alton, Ill.....	St. Louis.
Thekla	166096	.....	290	250	1915	Westlake, La.....	Morgan City.
Scow:							
Sunny Point No. 2.	166097	.....	10	10	1915	Sunny Point, Alaska.	Ketchikan.

* Foreign-built vessel admitted to American registry under the act of Aug. 18, 1914.

The total foreign-built vessels admitted to American registry to August 7, 1915, under the act of August 18, 1914, was 154 vessels of 544,724 gross tons. The following-named vessels have been authorized to be provisionally registered through American consuls and are included in this total.

	Gross tons.
LFNB steamship <i>Solvicig</i>	4,409
LFNC steamship <i>Lapland</i>	3,719
LFND steamship <i>Rygja</i>	3,826

CHEWING GUM FOR THE CHINESE PEOPLE.

[Commercial Attaché Julean H. Arnold, Shanghai, July 7.]

While the consumption of chewing gum in China is at present negligible it would seem that this Republic offers a splendid market for the introduction of American chewing gum. The Chinese people are fond of sweets and, I believe, have no particular aversion to the use of chewing gum. Because they have not in the past taken to its use should not be construed as a conclusive argument that they will not accept it. There was a time when the Chinese people did not know condensed milk, yet to-day they consume millions of tins. There was a time when the Chinese people smoked tobacco only in the form of pipe tobacco; to-day they smoke millions of cigarettes. There was a time when the Chinese people knew no such thing as tooth powder, yet to-day tooth powders are advertised all over China.

These articles have been introduced from abroad and by elaborate advertising campaigns have secured for themselves extensive sales among these people. The advertising must be done in Chinese, the article must be wrapped (in Chinese-printed wrappers) in a manner attractive not to the American consumer but to the prospective Chinese user, and money must be spent in the initial campaign of introducing it. This business can be handled only by sending representatives to China, for the introduction of a new article into this market is a matter that requires the attention of those fully conversant with the details of the business.

The Chinese take readily to the idea of a certain trade-mark, so that much stress in advertising should be laid on the trade-mark under which the article is sold. In this connection it is well to caution American manufacturers of the necessity of having their trade-marks registered not only in China but in Japan as well, in order to guard against the flooding of the market with imitations after the trade has been worked up. Registration can be effected by application at the consulate general at Shanghai and at the Patent Office at Tokyo.

DIRECT SHIPMENTS SOUTH AFRICA TO AMERICA.

[Consul E. A. Wakefield, Port Elizabeth, South Africa, June 30.]

Direct shipments from South African ports to the United States are apparently to be continued for a time at least. One drawback which is the cause of complaints from shippers is the uncertainty existing as to the amount of cargo space which will be allotted to each port. In other words, the steamship agents are apparently not able to tell prospective shippers how much cargo they will be able to take from this port.

The natural result is that American orders, given with a time limit as to shipment, have been refused, because no certain information as to time when shipment might be made could be obtained.

Bradford wool and mohair interests are not favorably disposed toward South Africa's direct trade with America, so American importers anxious to continue this trade should make all possible allowance now for delayed shipments.

Every ship which has recently left South Africa for America has had a full cargo. The more direct the trade the greater will be its volume.

WELFARE WORK OF URUGUAYAN RAILWAY.

[Commercial Attaché Albert Hale, Buenos Aires, Argentina.]

The Central Uruguay Railway (Ferrocarril Central del Uruguay) has recently taken one progressive step which will be understood by the management of many railways in the United States, although the principle is something rather new in South America. This railway issues a biweekly bulletin, distributed gratis to its employees and to any along its line who may ask for it. While this little bulletin has some general news, it devotes itself particularly to the spread of information concerning crop conditions, the best methods of farming and of getting goods to market, and in fact to all matters that will enable the farming folk to improve their industrial as well as their social condition.

In addition, under the auspices of the bulletin, aided by the railway, lecturers are sent up and down the line to give practical demonstrations of improved methods in farming and to encourage the residents near each station to take advantage of the services offered by the railway in all such matters. This movement is meeting with considerable success, as the interest of all the farmers has been aroused, and considerable attention is given by them to these suggestions of the railway. Reports appear from time to time in the bulletin itself. There seems to be a steady desire among the agriculturists in all that part of the country reached by the railway to improve themselves under such instruction.

Another active step, promoted particularly by the general manager of the Uruguay Central Railway, Mr. C. W. Bayne, is that of offering prizes to the employees of the railway for suggestions tending to improve the service. These suggestions are printed in a small publication issued by the railway, so that there may be constant evidence both of the prizes given and of the character of the suggestions. The last publication of this kind contained 161 ideas, so called, of which 8 were given prizes, and the improvements offered in these suggestions were adopted by the railway company as of practical value.

SUGAR CROP OF DOMINICAN REPUBLIC.

[Vice Consul Juan M. Herrero, Santo Domingo, July 15.]

A sugar crop nearly 70,000 bags greater than that of last season is looked for this year (1915-16) in the Santo Domingo consular district. The estates of the Macoris section are expected to yield 630,000 bags against 581,203 bags in 1914-15, Santo Domingo 155,000 bags against 146,000, and Azua 37,000 bags against 25,084; a total of 822,000 bags, compared with 752,287 last year. (The average weight of a bag of sugar is 320 pounds.)

English Cotton Spinners Receive Advance.

Vice Consul John W. Thomas reports from Manchester, England, that the 5 per cent wage advance granted to the cotton spinners will add \$50,000 to the weekly bill in the cotton-spinning industry.

COMMERCE THROUGH THE SAULT STE. MARIE CANALS.

The following tables show the quantity of each of the principal commodities and the number of passengers carried through the United States and the Canadian Sault Ste. Marie (Soo) Canals during July and for the season, until July 31, 1914, and 1915.

[From a report of the U. S. engineer in charge of the U. S. canal at Sault Ste. Marie, Mich.]

FOR JULY.

Articles.	United States canal.		Canadian canal.		Total both canals.	
	1914	1915	1914	1915	1914	1915
EASTBOUND.						
Copper.....short tons..	11,800	17,601	2,417	11,800	20,018	
Grain.....bushels..	2,881,677	849,601	1,722,371	1,548,861	4,604,048	2,398,682
Flour.....barrels..	909,210	539,090	285,120	226,700	1,194,330	765,790
Iron ore.....short tons..	1,580,974	6,691,285	4,045,763	333,866	5,626,737	7,025,151
Iron, pig.....do.....	5,334			5,334		
Lumber.....M ft. b. m..	74,809	74,004	2,407	6,454	77,216	80,458
Wheat.....bushels..	2,912,852	2,160,148	6,997,153	1,778,218	9,910,005	3,938,366
General merchandise.....short tons..	32,884	26,316	11,130	11,353	44,014	37,669
Passengers.....number..	4,788	3,819	4,934	3,985	9,722	7,804
WESTBOUND.						
Coal, hard.....short tons..	375,127	311,356	56,066	4,018	431,193	315,374
Coal, soft.....do.....	1,580,950	1,710,478	287,200	48,700	1,868,150	1,759,178
Manufactured iron.....do.....	18,509	19,731	15,854	659	34,363	20,350
Salt.....barrels..	42,413	62,293	17,724	2,940	60,137	65,233
General merchandise.....short tons..	93,909	116,015	50,368	31,919	144,277	147,934
Passengers.....number..	4,320	4,010	6,422	3,581	10,742	7,591
Total freight:						
Eastbound.....short tons..	2,007,387	6,999,869	4,335,992	466,728	6,343,379	7,466,597
Westbound.....do.....	2,074,857	2,166,924	412,020	85,716	2,486,877	2,252,640
Both ways.....do.....	4,082,244	9,166,793	4,748,012	552,444	8,830,256	9,719,237
Vessel passages.....number..	2,126	2,464	951	507	3,077	2,971
Registered tonnage.....net..	3,864,335	6,788,870	2,921,890	919,753	6,796,225	7,708,623

FOUR MONTHS ENDING JULY 31.

EASTBOUND.						
Copper.....short tons..	29,258	57,584	829	5,706	30,067	63,299
Grain.....bushels..	12,403,347	9,182,529	17,715,346	7,605,642	30,118,693	16,788,197
Flour.....barrels..	12,974,112	2,214,577	821,700	853,400	3,795,512	3,068,037
Iron ore.....short tons..	4,271,699	17,609,066	10,468,228	488,692	14,739,927	18,097,758
Iron, pig.....do.....	9,375		2,200		11,575	
Lumber.....M ft. b. m..	213,397	192,354	8,193	25,849	221,590	218,203
Wheat.....bushels..	11,132,580	30,468,770	44,656,242	8,157,708	55,788,822	38,626,478
General merchandise.....short tons..	98,043	67,363	33,027	64,556	131,070	131,919
Passengers.....number..	7,890	6,097	7,611	6,378	15,501	12,475
WESTBOUND.						
Coal, hard.....short tons..	933,099	969,743	200,433	24,483	1,133,532	994,226
Coal, soft.....do.....	4,830,838	4,651,940	1,075,982	129,675	5,906,840	4,781,015
Flour.....barrels..	367	100	150		517	100
Grain.....bushels..		31,250				31,250
Manufactured iron.....short tons..	99,336	88,511	31,205	7,084	130,541	95,585
Salt.....barrels..	346,197	260,676	57,134	16,730	403,331	287,406
General merchandise.....short tons..	327,721	363,863	182,512	110,340	510,233	474,203
Passengers.....number..	6,649	6,411	10,852	5,520	17,501	11,937
Total freight:						
Eastbound.....short tons..	5,658,704	19,389,691	12,280,981	1,083,039	17,639,685	20,472,730
Westbound.....do.....	6,242,979	6,116,669	1,498,309	273,972	7,741,288	6,390,641
Both ways.....do.....	11,901,683	25,506,360	13,779,290	1,357,011	25,680,973	26,863,371
Vessel passages.....number..	5,810	6,950	3,062	1,597	8,872	8,547
Registered tonnage.....net..	11,138,227	19,082,072	8,660,563	2,437,843	19,798,790	21,519,915

NOTE.—The United States canal opened on April 20, 1914, and on April 17, 1915. The Canadian canal opened on April 20, 1914, and on April 13, 1915.

These waterways are the connecting links between Lake Superior and the lower lakes, and the traffic through the canals furnishes a key to the water-borne trade of the Lake Superior section of the United States and Canada.

SWISS PURCHASES OF COTTON YARN.

A Zurich correspondent of the Manchester Guardian furnishes the following report under date of July 26, 1915, on the quantity and kind of cotton yarn imported into Switzerland.

In single yarns up to 19's, there is no import to speak of from England; a few cases occasionally, in the last years never above 6,000 pounds. The bulk is in 20-119's. Here England sends us about 90 per cent of our imports. In 1913, with imports smaller than in the preceding years, we received from England 2,745,000 pounds. In 120's and above the imports came almost exclusively from England, and amounted to 855,000 pounds. In dyed yarns, bleached yarns, and yarns made up for retail sale and sundries, we imported 213,000 pounds from England. In doubles the principal position is 60's and upwards, singed import from England 1,983,000 pounds, other doubles 645,000 pounds. In all, the imports into Switzerland amounted in 1913 to 8,580,000 pounds. Of this England sent us 6,450,000 pounds—that is, 75 per cent.

For 1914 the detailed figures are not available yet. The official published totals for yarn (about 2,524,000 pounds for single yarn) and doubles of all kind show 5,609,000 pounds imports. Of this, 3,656,000 pounds is for the first six months and only 1,953,000 pounds for the second half year. England sent us about 4,000,000 pounds, and all indications point to the probability that, notwithstanding the war, we received about the same proportion as in 1913 in fine counts and singed doubles above 60's, yarns that are exclusively used for dress goods, embroideries, etc., and certainly not for war purposes.

As I showed above, and have already stated in a letter addressed to the International Federation of Master Cotton Spinners and Manufacturers' Associations, our imports fell far short in the second half of 1914. Besides, the fear was far spread that there might come a stoppage in the forwarding agencies in 1915, and as a result there was a rush for yarn to make up the deficiency and put in a supply. This easily explains the large figures of the English export to Switzerland in the first five months of this year, to which allusion was made in the Manchester papers. I would not be surprised to see this demand continue, as our weaving sheds are well supplied with orders, and use these imported English yarns for goods which could not possibly serve any war purposes, but supply the export demand for many countries.

New Activity in California Export Trade.

The effect of the European war upon shipping is resulting in new inquiries with regard to California products. During the last few weeks the California Development Board has had inquiries from England, France, Porto Rico, China, Japan, and several Latin-American countries, making specific inquiries for certain lines of goods. These inquiries have been referred to manufacturers and exporters throughout the State.

In the report on "Inland Traffic of Andalusia and Estremadura," published in COMMERCE REPORTS for July 29, 1915, the port of Galveston should have been included among those served by the steamship company, Pinillos Izquierido y Cia of Cadiz, a line which has 11 ships, and, in addition to its service between Spanish ports, has sailings to various countries in North and South America. Vessels of that line are in regular trade at Galveston.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Consuls are requested to contribute to this department, and in doing so should in each instance state in what language correspondence should be conducted.

Paper, stationery, etc., No. 17900.—A firm in Spain advises an American consular officer that it desires to form commercial relations with American exporters of paper, stationery, mathematical instruments, and other articles usually sold by stationers.

Crossties, No. 17901.—An electric railway company in an insular possession informs an American consular officer that it would like to obtain prices from American exporters of crossties. The ties should be of oak, creosoted, and in the following dimensions: 5.91 feet long, 4.41 inches high, 8.11 inches wide, weighing 74.96 pounds. For track crossings an oak tie 9.19 feet long is desired.

Hosiery, etc., No. 17902.—An experienced dry-goods salesman in Canada informs an American consular officer that he desires to represent American manufacturers of cotton goods, hosiery, etc. References are given.

Dolls, No. 17903.—An American consular officer in Spain reports that a manufacturer of dolls in his district desires to secure the services of a selling agent in New York City.

Paper-making materials, No. 17904.—A paper-manufacturing company in Brazil informs one of the commercial agents of the bureau that it desires to purchase wood pulp and cellulose. Samples and full information are desired at once.

Hardware, No. 17905.—An American consular officer in France transmits the name and address of a business man who desires to receive offers from American manufacturers and exporters of general lines of hardware. Prices, etc., should be in French equivalents. Quotations should be c. i. f. French ports. Samples should be sent.

Hosiery, hardware, musical instruments, etc., No. 17906.—A business man in India writes an American consular officer that he desires to arrange for exclusive agencies in the following lines: Hosiery, glassware, toilet articles, watches and clocks, general builders' supplies, household articles and utensils, go-carts, pencils, fountain pens, stationery supplies, rope, musical instruments, plumbers' supplies, etc. Quotations should be made c. i. f. destination.

Coke, No. 17907.—A dealer in builders' supplies in Paraguay informs an American consular officer that he desires to buy foundry and furnace coke. He has been paying \$13.51 per ton f. o. b. Buenos Aires, and \$20.26 per ton c. i. f. destination. He buys about 300 tons per annum. Correspondence should be in Spanish.

Neutral oil, No. 17908.—A perfumery manufacturer in Brazil informs an American consular officer that he is anxious to communicate with American manufacturers and producers of neutral oil for use in making perfumery. He states that he will place a trial order, and if it proves satisfactory he will purchase about 5 barrels of 190 liters each per month. Samples marked "Amostras sem Valor" should be sent at once.

Fuel oil, No. 17909.—An American consular officer in Africa reports that a firm in his district desires to purchase a cargo of from 5,000 to 6,000 tons of oil to be used as fuel by steamers and by a railroad company. Prices per shipload (tank steamer) and full specifications as to the analysis of the oil should be sent at once to its representative in England. Quotations are desired c. i. f. destination. Correspondence may be in English.

Naval stores, lumber, etc., No. 17910.—A firm of importers in Brazil informs one of the commercial agents of the Bureau that it desires to correspond with manufacturers of naval stores and long-leaf pine lumber.

Machinery, No. 17911.—An American consular officer in New Zealand reports that a firm in his district is in the market for mattress and bed spring making machinery. Catalogues and full information should be sent at once. The firm is prepared to pay cash against documents at port of shipment or destination, but prefers the latter.

Seeds, No. 17912.—A company which conducts an agricultural experimental station in Brazil reports that it is experiencing difficulty in securing seeds. He desires to correspond with dealers in seeds and nurserymen. A booklet containing varieties of seeds used and prices paid, etc., may be examined at the Bureau or its branch offices. Correspondence may be in English.

Railway material, agricultural machinery, etc., No. 17913.—An American consular officer in Africa reports that a commission merchant in his district desires to represent American firms in Portuguese West Africa. It is stated that the man will visit the United States in the near future. He desires to establish commercial relations with manufacturers of iron and steel products, locomotives and railway material, bridges and other structural material, agricultural machinery, hardware of all kinds, floating docks, dredges, machine tools, office furniture, etc. Correspondence may be in English. Reference is offered.

Lumber and fruits, No. 17914.—One of the commercial agents of the bureau reports that a business man in Brazil desires to receive the names and addresses of mills cutting longleaf pine; also growers (no dealers) of apples and fruits grown along the eastern coast of the United States.

Galvanized sheets, No. 17915.—An American consular officer in the East Indies reports that an engineering firm in his district desires to receive bids immediately on a trial shipment of 100,000 small galvanized stamped sheets, similar to the samples which may be examined at the Bureau or its branch offices. The manager of the firm states that several hundred thousand of these sheets will be required monthly, if prices and quality are satisfactory. Quotations should be made c. i. f. destination. Correspondence may be in English. Bank reference is given. The firm asks that it be granted 30 days for examining the material before making payment. After relations have been established the firm expects to pay cash against shipping documents.

Machinery, No. 17916.—A firm in Portugal informs an American consular officer that it is in the market for machinery for the manufacture of shoe tacks and machines for making water and gas lead pipes. Correspondence may be in English. Catalogues and full information are desired at once. Cash will be paid against shipping documents. A sample of the tacks to be manufactured may be examined at the Bureau or its branch offices. Bank references are given.

Sashes, doors, blinds, etc., No. 17917.—A firm in Brazil informs one of the commercial agents of the Bureau that it desires to receive quotations and full information relative to sashes, doors, and blinds.

Wood, No. 17918.—A firm in Argentina writes an American consular officer that it is interested in securing wood in thin sheets as per sample which may be examined at the bureau or its branch offices. The firm believes that large quantities of such material could be used in the manufacture of receptacles for yerba mate. Samples and prices should be sent at once. Correspondence should be in Spanish.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

WINDOW GLASS FOR HONDURAS.

[Consul E. M. Lawton, Tegucigalpa, July 20.]

Window glass is not used extensively in the interior of Honduras because of the high cost. Many of the better stores have counters for display made with glass tops and fronts, and, except for such use, window or plane glass is invariably of the poorest and cheapest quality. Only a few sizes are carried in stock by local merchants, and none of them have any conveniences for cutting to size on request, so that if a customer wants an odd size for special use it is almost impossible to secure it.

There are no glass factories in Honduras, and for the fiscal year 1912-13 only \$11,706 worth of glass was imported to Honduras, of which one-half was window glass. In this consular district nearly all such imports have been brought from Europe. Merchants claim this is because European prices have been lower. It may be that it was impossible to purchase in the United States the cheap grade of product most salable here.

Local retail prices, however, indicate that there should be a market for a better grade at the same retail prices here current. As an indication, a single-strength, 22 by 24 inches, retails in this city for \$1 to \$1.50 per light, and of a grade which would be classed as seconds in American markets.

This consulate has been endeavoring to interest local dealers in American glass. Merchants claim that the breakage is so heavy that the business is too uncertain; that boxes of glass are frequently received with every glass broken. Some dealers have intimated that with some guaranty against breakage, even at a higher cost of packing and freight, the business would be more satisfactory. Attention has been called to the manner in which glass for show-case tops is shipped from Europe, where the glass is packed in a light box, with only a paper between the lights, and this box packed in the center of a crate, with excelsior packing on all sides of the box itself. From such packing there is rarely a broken glass. It is also economical for inland freight and port and customs charges, which are levied on gross weight.

There are no wholesalers in any lines, but the principal stores in this city are general dealers, and have from 2 to 20 branch stores. One firm, the largest importing house in this district and the second largest in Honduras, desires to receive prices on American window glass, together with details of quality and methods of packing, guaranties, if any, etc. It should be remembered, however, that cheap grades are most in demand, and low prices will be the most attractive item to dealers at first. Better grades may be demanded later on.

[A list of the most important houses in Tegucigalpa, Amapala, and Choluteca who might also become interested in extending the glass trade may be had from the Bureau of Foreign and Domestic Commerce and its district offices; refer to file No. 64269.]

There is an immense demand in Australia for cotton flannels, which are called "swanskins," in 27 to 30 inch widths.

COMMERCE REPORTS



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OVERSEA TRUST LICENSES.

[Cablegram from Commercial Attaché Erwin W. Thompson, The Hague, Netherlands, received Aug. 11.]

The Netherlands Oversea Trust now gives import licenses only to those satisfactorily accounting in detail the ultimate destination of last lot. Hereafter importers may sell only through a new distributing committee. Notify exporters.

DEMAND FOR COAL IN THE NETHERLANDS.

[Cablegram from Commercial Attaché Erwin W. Thompson, The Hague, Netherlands, received Aug. 11.]

Great demand and agitation for coal. The Netherlands Oversea Trust will now issue licenses for American coal. Better push American export where Oversea licenses obtainable.

JAPANESE SALES EXPOSITION IN CHILE.

[Cablegram from Commercial Attaché Verne L. Havens, Santiago, Aug. 11.]

A combination of Japanese steamship lines and Japanese merchants, and under the Japanese Government auspices, is establishing an exposition in Santiago, the capital of Chile. It will have a \$100,000 stock of Japanese goods which will be offered for sale.

CANAL TRAFFIC IN JUNE.

[Panama Canal Record, July 28.]

The number of ocean-going vessels passing through the Panama Canal during June (143) was the highest number to have used the canal in any month since its opening, and the cargo handled (603,180 tons) exceeded that for all previous months except March, 1915. The tolls earned aggregated \$541,182.

The principal commodities passing through the canal during the month were coal, coke, copper, flour, general cargo, iron ore, lumber, manufactured goods of iron and steel, machinery, railroad material, nitrates, refined petroleum, sugar, tin, wheat, and wines.

GERMAN AND BRITISH INTERTRADE IN CHINA.

[Consul General George E. Anderson, Hongkong, June 28; see also **COMMERCE REPORTS** for Jan. 11 and June 9, 1915.]

For some time trading between British firms in China and German firms in China has been prohibited within certain limits. Hitherto, however, there has been no law or order preventing the shipment of goods manufactured in Great Britain to German firms in China for sale to the Chinese, hence the recent prohibition of such traffic is a matter of extreme importance in the cotton piece-goods trade of the Far East.

For years British products have dominated the Chinese piece-goods market, but a large share of such textiles—a surprisingly large share, in fact—has been sold by German firms established here. In line with the practice of the trade generally these German firms have long been accustomed to have goods of a certain quality made for them, on which they have affixed a trade-mark or “chop” of their own. As a result of years of successful trading with the Chinese these “chops” have come to be of great value not only to the German houses using them but also to the British firms that weave the goods. By the terms of the recent order of the British Government Manchester and other firms which have heretofore manufactured such goods for these German firms are now prohibited from continuing to do so.

Neutral Goods May Fill the Gap.

The general result is that if the British firms are to continue in this trade they must either appropriate the German “chops” and establish direct connections with the Chinese or attempt to secure the trade of the Chinese by the introduction of other goods of the same quality under other brands. This latter plan is not at all easy; it reduces itself to mere competition for Chinese business, such as has always existed between the several British firms or between British, German, American, and Japanese firms. Moreover, there is the probability that the German firms concerned will immediately secure from neutral sources goods manufactured for them according to their standards and marked with their chops. The result of the order of the Government, therefore, will be that what has heretofore been British trade through German houses in China will simply become neutral trade through such houses.

There are other phases of the subject and other and correlated questions arising out of similar conditions in other lines of trade affected by the new order. The immediate practical result seems to be that Hongkong importers for the present are compelled to order from allied or neutral markets many lines of goods that have heretofore come from the countries now at war.

Ultimate Results Most Important.

As in the case of other lines affected by various changes in trade machinery and trade methods due to the war in Europe, the effect of this latest development is less important in its immediate results than it is likely to be in its ultimate results. The severance of all such ties between German and British interests in China and the Far East generally breaks up a connection that has existed for many years to the advantage of both German and British interests as opposed to American and other commercial growth. The examination into trade

matters which has attended the liquidation of the affairs of German firms in Hongkong has amply demonstrated that while British goods have dominated the trade of China for many years the actual handling of the greater mass of such goods has of late been done by German firms. The breaking up of this combination is of profound importance in the future trade of the Far East.

[A report on the same subject as the foregoing, prepared by Consul General Edwin S. Cunningham, of Hankow, may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices.]

CHINESE IN FOOCHOW DISTRICT SEEK AMERICAN GOODS.

[Consul Albert W. Pontius, Foochow, June 15.]

Native merchants here purchase most of their wares in Shanghai or Hongkong through a broker who is responsible for the proper filling of orders. The terms of credit extended are payment within 20 to 50 days after delivery of the goods. Although the native merchants have been approached at different times in the past by various manufacturers in the United States, such written attempts to introduce goods have not proved successful. Large orders had to be placed, banking arrangements (cash with order) were unsatisfactory, prices were high, and long delay was involved in the shipment and delivery of the goods. These factors prevented the placing of direct orders.

So far as local feeling and opinion are concerned, there has been no time during the past 10 years or more that such a desire on the part of native merchants to purchase American-manufactured articles as at present has existed, and with such favorable circumstances it is to be regretted that so few articles of American manufacture are now imported into the district.

Proposed Branch Agency for American Goods.

Foreign manufactured goods to the value of \$4,637,340 were imported during the past year. Direct trade with the manufacturers in the United States seems at present impracticable, but the native merchants are of opinion that what is wanted is the establishment of a local branch agency for American goods in general, to be operated in connection with some responsible American firm in Shanghai, and that the agency should be in a position to supply particulars regarding goods of American manufacture.

A 30 per cent increase in prices in general is now prevailing, owing to the low rate of exchange. The energetic efforts of the Japanese in this Province have met with pronounced success, and since the outbreak of the war Japanese manufactured articles have in many instances displaced European goods.

[Samples of piece goods and sundries sold in the Foochow district, price lists for a wide range of articles under this same classification, and names of Chinese import firms at Foochow may be had from the Bureau of Foreign and Domestic Commerce or its branch offices. (Refer to file No. 63518.)]

Saving Lemon By-Products in California.

A company subsidiary to the California Fruit Growers' Exchange has selected Corona, in Riverside County, as the site of a factory for the manufacture of citrate of lime, lemon oil, lemon emulsion, and other by-products. The new company is capitalized at \$100,000 and its shareholders are all lemon growers.

AMERICAN INTEREST IN SOUTH AFRICAN SILK TRADE.

[Consul Edwin N. Gunsaulus, Johannesburg, Union of South Africa, Apr. 19.]

During 1914 the manufactures of silk imported into the Union of South Africa were valued at \$446,671, as against \$514,831 for 1913, a decrease of \$68,160. It is naturally to be expected that, as a result of the war, importations and consumption of silk goods will materially decrease; but although there exists a general disinclination among the public of the Johannesburg consular district to purchase expensive goods, the prospects for the introduction of American manufactures of silk would appear to be good, as a result of the cessation of supply from other sources which have heretofore enjoyed this class of trade.

Local climatic conditions serve to assist in the regulation of the market for silk goods. In preference to goods manufactured of silk in combination with some other textile or textiles there is employed to a large extent a material known as Indian gauze, which gains its popularity through its qualities of lightness, serviceability, and its adaptability to the absorption of perspiration.

Japan Leads in Furnishing Silk Piece Goods.

The exportation of piece goods to the Union of South Africa has been primarily enjoyed by Japan. France and Switzerland follow, in the order of importance in the exportation of silk goods to South Africa. During 1913 and 1914 the importations of silk piece goods amounted to \$287,317 and \$246,867, respectively. In the absence of any available statistics for 1914 those figures for 1913 must be used to show the comparative insignificance of the importations of silk piece goods from the United States. Of the total value, \$287,317, goods worth \$1,026, or 0.35 per cent, originated in the United States.

Silk hosiery finds a ready sale in the markets of the Johannesburg consular district. The same, however, can not be said of silk underwear, which as a result of the necessity for the use of such materials as will absorb perspiration, meets with but small demand. A combination of silk and wool is by far the preferred texture, and its popularity is only equaled by mercerized cotton, manufactures of which are largely imported.

May Look to United States for Supply.

Prior to the outbreak of the European war the United Kingdom supplied the great majority of silk hosiery and underwear, though curtailed exportations as a result of war have compelled South African importers to seek other sources of supply. The opportunity arises here for the American manufacturer. The importation of silk hosiery and underwear into the Union of South Africa for 1914 shows an increase of \$13,178 over 1913, when the total imports amounted to \$36,877. The United States in 1913 supplied but \$1,688 of the total, \$23,699.

Prices for hosiery manufactured of silk or silk in combination with other textiles range from \$1.17 to \$2.91 per dozen pairs. Those grades finding the most ready sale to South African dealers cost \$0.97, \$1.45, and \$1.70 per dozen. The price for hosiery of American manufacture averages about \$1.94 per dozen pairs, and silk underwear wholesales at \$26.91 per dozen garments.

The principal countries supplying silk gloves to the Union of South Africa, in the order of importance, are the United Kingdom, Japan, and India. As in the case of silk hosiery, the merchants of South Africa have been forced to change their sources of supply, and in this instance, also, there would appear to be an excellent opportunity for the American manufacturer. Because of the popularity of gloves made of silk mixture, mercerized cotton, and pure cotton, it is probable that the necessity for the creation of a demand for pure silk gloves may arise. Gloves manufactured of the last three mentioned materials wholesale from \$2.43 to \$3.64 per dozen pairs, those finding the greatest sale at \$3.04.

Handkerchiefs, Cravats, and Waistcoats.

A fairly large market exists in the Johannesburg consular district for silk handkerchiefs. These have, prior to the commencement of the war, been imported from England. Owing to the comparatively small demand, however, it is doubtful if a sales campaign by an American manufacturer of silk handkerchiefs alone could, under the circumstances, be made profitable.

Such articles as silk cravats, ties, and waistcoats meet with a ready sale in this consular district. All these articles, as heretofore, are being largely imported from English and Irish manufacturers. Cravats of silk or silk in combination with other materials cost, wholesale, from \$5 to \$18 per dozen. Silk waistcoats are purchased by the retailer at from \$2 to \$4.50 per garment, according to the quality of the material and workmanship.

[Prepared at American consulate at Cape Town, South Africa, Mar. 26.]

Total Imports of Silk Goods Not Large.

The total white population of the Union of South Africa is less than 1,400,000, or about the same as the population of the city of Philadelphia. The majority of the people are farmers, miners, and villagers. There is in consequence a very small market in this country for silk gloves, silk underwear, and silk hosiery. Almost no demand exists for silk gloves, those who dress stylishly preferring kid gloves. Some silk gloves are sold to the colored people on account of the cheaper price.

The total value of silk underwear and silk hosiery imported into the Union during 1914 was only \$36,879 and during 1913, \$23,700. Of this amount Great Britain furnished about 45 per cent, Japan 20 per cent, Germany 16 per cent, and the United States only 9 per cent.

Values of imports of silk hosiery and silk underwear into Cape Town and the Union for 1913 and 1914, and for January, 1915, with countries of origin for the imports of 1913, are given, no statistics being available for silk gloves:

Destination and countries of origin.	1913	1914	January, 1915.
Cape Town.....	\$16,167	\$18,089	\$2,428
Union of South Africa.....	23,700	36,879	3,450
United Kingdom.....	10,332		
Japan.....	4,686		
Germany.....	3,991		
United States.....	2,175		
France.....	1,007		
Switzerland.....	749		

Interference with a portion of this trade by war conditions makes it possible for American manufacturers to extend their markets to some extent, but the shipments from the United Kingdom and Japan are well maintained.

[Consul E. A. Wakefield, Port Elizabeth, South Africa, May 8.]

Prospects for Future Increase in Trade.

Trade in silk gloves, silk underwear, and silk hosiery in this district is very limited. Nevertheless there are indications of a probable increase in the future. Women are showing a preference for hosiery, underwear, and gloves made wholly or partially of silk. Men are not generally inclined to look with particular favor upon silk underwear, but silk socks are commonly worn. These silk products are all imported, as there are no manufactories in this consular district and no prospect of establishing such an industry.

Imports of hosiery, including underwear, for the last year were only about \$9,000. Other imports of silk clothing, made up, including silk gloves, amounted to \$28,000. Imports at the South African ports of Cape Town and Durban seem decidedly greater in proportion to the general trade than in this consular district. One of the dealers explains that local retailers stock up through Cape Town importing houses.

Sources of Imports of Silk Manufactures.

Silk hosiery imports, including underwear, were 40 per cent British, 32 per cent Japanese, $7\frac{1}{2}$ per cent American, and the balance scattered. Other silk clothing imports were 50 per cent British, 25 per cent Japanese, 8 per cent Indian, and 4 per cent each from France and Switzerland. The imports for January and February show a falling off in comparison with the first two months of 1914, but not so noticeable as might be expected.

Retailers get very good prices in comparison with the wholesale cost of these articles. In fact, retail trade profits in general are proportionately greater than American dealers expect.

Silk gloves are imported at prices varying from \$3.35 to \$6.20 per dozen pairs. The higher prices would be for long gloves. These gloves retail at 70 cents to \$1.33 per pair, or at \$8.40 to \$15.96 per dozen pairs.

Stockings costing the importers \$11.68, \$13.20, and \$14.60 per dozen pairs retail at \$2.55, \$3.05, and \$3.75 per pair. Recently Americans have been offering local merchants a woman's stocking with a low grade (or imitation) silk foot as low as \$5.60 per dozen pairs. Of course better grades were carried also, and it is understood good trade resulted, considering general business conditions.

The prices quoted for women's silk stockings apply also to women's silk undervests, as they are almost exactly identical, both wholesale and retail. Undervests made of mixtures of silk and wool and silk and cotton are said to be one-half the prices quoted for the all-silk lines. A very few silk combination underwear garments are imported at \$21.90 per dozen and retail at \$5 per garment.

Large Shipment Received from United States.

Men's silk stockings are considered likely to increase in popularity. One local retail firm has just landed an importation from the United

States valued at \$600, which is a large shipment for a retail firm to handle. If business conditions were anything like normal, trade would be fairly good in these lines. The prices for imports are \$1.95, \$2.60, \$3.65, \$4.25, and \$5 per dozen pairs. Such lines retail at 40 cents, 48 cents, 62 cents, 73 cents, and 85 cents per pair. The import prices quoted are approximate landed costs, including discounts.

There is little inclination at present to stock up beyond immediate requirements. The absence of so many men at the front and the uncertainty as to when the war will end naturally tends to make business men conservative. Heavy subscriptions to patriotic funds have been made by all classes, and one of the results is lessened local expenditure. Future prospects are an unknown quantity. So long as the war lasts there is no prospect of improvement.

[Lists of wholesale and retail dealers in and importers of manufactures of silk in the Johannesburg consular district may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

CHANGES IN WORKMEN'S HOMES IN SWEDEN.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, Sweden, July 3.]

A report on the building trade in Swedish towns in 1913 calls attention to the fact that the erection of dwelling houses follows considerably different laws from other lines of industrial activity. This recent publication shows that in the 244 towns from which the reports are available, in the course of the year 2,480 buildings, of which two-thirds were dwelling houses, were included in the building operations. There were 1,309 dwellings newly erected or built from the foundation, in the erection of which the building material was in 36.8 per cent of cases chiefly of stone, and in 63.2 per cent of cases of wood. While in towns of more than 40,000 inhabitants the stone buildings amounted to 83.5 per cent of all newly erected buildings, the corresponding figure for towns below 5,000 inhabitants is only 24.1 per cent.

While in 1912 the "one-house one-family" building was preferred by the builders in preference to any other type of house, this had to give way in 1913 to the two-family house principle, a class which is generally represented by the small holding own-home style so well known in the smaller communities, where the owner lives on the ground floor with a flat for letting on the upper floor, or by the long one-story buildings, with the two flats on each side of the hall. Of all houses erected in small towns in 1913, 73.6 per cent contain at the most two flats. In the larger places the corresponding percentage is only 46.2, and building operations are chiefly directed to the erection of large buildings containing flats.

In the north of Sweden many families are still dependent upon the minimum of living space, which is designated by a single room with a kitchen range. Certain circumstances seem to point, however, to the fact that the class of dwelling in Norrland here referred to is about to be replaced, as a normal workman's dwelling, by the next higher class of dwelling, a development which in the southern parts of the country has already reached its zenith.

EARLY JULY EXPORT AND IMPORT PRICES IN CHILE.

[Consul General L. J. Keena, Valparaiso, July 6.]

The prevailing prices of domestic commodities for the week ended July 3 were:

Bran: \$0.80 to \$0.85 per quintal of 101.41 pounds. In the north the price is \$1.04 delivered on shore.

Oils: \$0.40 to \$0.46 per kilo of 2.2046 pounds.

Peas: \$4.62 to \$5.60 for 202.82 pounds.

Barley (quotations for 157.18 pounds): Feed barley, \$2.40 to \$2.48; Chevalier, \$4 to \$4.08.

Beeswax: \$24.80 per quintal of 101.41 pounds.

Dried peaches: Small, \$8 per quintal of 101.41 pounds; ordinary, \$12.80; superior, large, \$24.

Beans: The law prohibiting the exportation of beans is still in force and likely to remain so until the new crop is ready next March. The prices vary from \$4.80 to \$7.68 for 202.82 pounds.

Chick peas: Large, \$9.28 for 202.82 pounds; average, \$6.88; small, \$6.08.

Flour: The Chilean mills are unable to lower the prices on account of the high prices demanded by the native growers. Although the cost is high, it does not leave a margin on which flour could be imported from California. Quotations are given at \$4.80 to \$5.12 for 101.41 pounds.

Dried figs: \$3.68 to \$4 per 171.96 pounds.

Lentils: Large, \$6.08 to \$6.40 for 202.82 pounds; small, \$4.40 to \$4.56 for 202.82 pounds.

Lard: \$19.20 per quintal of 101.41 pounds.

Butter: \$32 to \$33.60 for 101.41 pounds.

Nuts: \$8 for 97.35 pounds.

Hay (prices for quintal of 101.41 pounds): First cutting on board cars, \$0.51; first cutting on board Valparaiso, \$0.57; second cutting on board cars, \$0.67; second cutting on board Valparaiso, \$0.72.

Quilli: \$4.16 to \$4.32 per 101.41 pounds. The high price of shipping does not permit exportation of this product.

Wheat: White, in Santiago, \$4.18 for 158.73 pounds, without sack; white, on the frontier, \$6.24 for 220.46 pounds; long, \$6.08 to \$6.40 per 162.26 pounds; round, \$5.76 to \$6.08 per 162.26 pounds; common, \$5.12 to \$5.44 per 162.26 pounds.

Import Market Prices for Early July Stated.

Rice: Importations of Carolina from the United States have been paralyzed on account of the low prices and large quantities on hand of all kinds, with the exception of Italian 3A. Quotations for 101.41 pounds are: Carolina, \$7.48 to \$7.84; India, \$4.56 to \$4.65; Siam, \$4.65 to \$4.74; Italian 3A, \$7.56; Java, \$5.47.

Sugar: Congress has given its approval to the continuation of the reduced duties on sugar as applied up to June 30, 1915. Quotations for 25.3 pounds are: Cubes, \$1.84; sacked, \$1.82; bars in sacks, \$1.78.

Coffee: Quotations for quintal of 101.41 pounds are: Guayaquil, roasted, \$17.52 to \$18.25; not roasted, \$16.06 to \$16.42; Brazil, not roasted, \$11.68 to \$12.04; Costa Rica, not roasted, \$47.45; Peruvian washed, not roasted, \$54.75; Peruvian, \$13.81 to \$14.27.

Cement: The price for the best brands fluctuates between \$4.38 and \$4.74.

Cumin seed: Sellers are asking \$4.38 per quintal of 101.41 pounds, or three times the price asked before the outbreak of war.

Iron: Sellers are asking \$8.39 for 101.41 pounds.

Condensed milk: Domestic brands are selling at \$2.56 per dozen tins; imported at \$3.29 per dozen tins.

Pepper: \$21.90 for quintal of 101.41 pounds.

Cayenne: Ground, \$21.90 for quintal of 101.41 pounds; bark, \$24.09 to \$24.45 for 101.41 pounds.

Sacks: For wheat, used once, 20 cents each; for wheat, new, 23 cents; for barley, new, 24 pounds, 21 to 22½ cents; for metal, new, 19 cents.

Salt: Fine salt is selling at \$2.46 to \$2.56 per dozen bottles; native salt at 73 cents to \$1.28 per quintal of 101.41 pounds.

Soda: 70 to 72 per cent caustic sells at \$5.11 to \$5.45 per quintal of 101.41 pounds; washing, \$2.65 per quintal of 101.41 pounds; native, \$1.92.

Yerba maté: \$3.19 per 25.3 pounds.

AGRICULTURAL RETURNS FOR SCOTLAND.

[Consul Rufus Fleming, Edinburgh, July 29.]

The Board of Agriculture for Scotland has prepared provisional estimates of the acreage of wheat, barley, oats, potatoes, and hay, and the numbers of each class of live stock in Scotland, based on a proportion of the returns made on June 4 last. The figures are given in the following table, with a comparison with those for 1914. It will be observed that wheat and oats show increases of 18,000 and 77,000 acres, respectively, while barley shows a decrease of 44,000; the total area under these three crops is thus larger by 51,000 acres. While certain classes of live stock have diminished, the total numbers of cattle, sheep, and pigs show slight increases.

Crop.	Acre- age.	Increase or de- crease as compared with 1914.	Per cent.	Crop.	Acre- age.	Increase or de- crease as compared with 1914.	Per cent.
Wheat.....	79,000	+18,000	+29.5	Potatoes.....	144,000	- 8,000	-5.2
Barley.....	150,000	-44,000	-22.7	Rye grass, etc., for hay	388,000	-20,000	-4.9
Oats.....	997,000	+77,000	+ 8.4	Permanent grass for hay	151,000	- 6,000	-3.8

	Number.	Increase as compared with 1914.	Per cent of increase.
Live stock:			
Cattle.....	1,228,000	13,000	1.1
Sheep.....	7,102,000	79,000	1.1
Pigs.....	158,000	6,000	3.9

Flour Milling in California.

The Oakland Enquirer says that during 1914 250,000 bushels of flour and 5,000,000 pounds of cereals were sold in California every month. The manufacturers had to go East for much of the wheat and corn used in the factories. It is estimated that the mills pay taxes to the amount of about \$200,000 a year and pay their employees \$2,000,000.

RESOURCES OF THE HOCHOW DISTRICT.

[Consul E. Carleton Baker, Chungking, China.]

Hochow, a city with a population of 100,000, is situated about 40 miles northwest of Chungking at the confluence of the Suining and Chialing Rivers. A few miles to the northeast of Hochow the Chialing River is joined by the Chu Ho, a large tributary flowing in a southwesterly direction and draining a vast area. Hochow derives its chief importance, therefore, from the peculiar geographical position which it thus occupies.

The entire traffic of three large river systems converge at that point. Each of these rivers is navigable for a long distance and each has numerous tributaries which, with the main streams, tap the greater part of Szechwan Province.

The district under review, with Hochow as the center, extends to the north as far as Yunkou, northwest to Yehmaochi, southwest to Tungliang, southeast to Tutu, and northeast as far as Linshui. The estimated population of this region is between 2,000,000 and 3,000,000.

Agricultural Resources.

Hochow district is very rich in agricultural products. Rice is the principal crop, and large quantities are sent to Chungking. Yunkou and the adjoining country are the chief rice-producing centers. Wheat, corn, and millet are among the other important cereals raised. Millet, however, is chiefly used in the manufacture of spirits.

Cotton, peanuts, red sugar cane, and ginger are also very largely cultivated. The cotton is of somewhat inferior quality and is chiefly used as a wadding for winter garments and for bed quilts. Two varieties of peanuts are cultivated, one large and the other small. The former are of foreign origin; they are large and of excellent quality. The latter are small and shriveled and are of comparatively little value.

The red sugar cane is large and succulent and is usually sold in small pieces for chewing. The cane that is used in the manufacture of sugar is of a different sort altogether and is mostly produced in the districts of Tzechow and Neichiang. A great deal of ginger is exported from the Hochow district to Chungking and to other important markets. Ginger with the Chinese is a very important article of diet and is used in the preparation of a large number of dishes.

Vegetables Raised in Great Variety.

Large quantities of vegetables are also raised, chief among which are cabbage, turnips, carrots, sweet potatoes, peas, beans, and egg-plant. The turnips are of two sorts, white and red. The white ones often weigh 4 or 5 pounds apiece. They are of inferior quality, but cheap; for the equivalent of \$1 gold it is possible to purchase over 1,200 pounds at the place of production. The carrots are more like the foreign product in quality and flavor, but are also very cheap; 800 or 1,000 pounds can be purchased for the equivalent of an American dollar.

Peas and beans are cultivated in great variety and they compare favorably with those grown in the United States and Europe. Sweet potatoes are a most important article of diet in this region. On account of their cheapness they are used by many farmers as a sub-

stitute for rice, and are sometimes mixed with the rice by those who can afford only a small amount of the latter. While they are eaten in season to a great extent, they are also dried and kept for the winter.

Wood and Rapeseed Oil—Coal and Iron.

Wood oil is another important crop and is produced generally throughout the district. This oil is extracted from the fruit of the tung tree (*Aleurites cordata*), which is found in many parts of Szechwan Province. It grows best in hilly country, and the mountainous region about Hochow is particularly favorable to its cultivation. Wood oil from this Province is being used in foreign countries to a greater extent than ever before and the industry has great possibilities. Another important vegetable oil produced in the Hochow district is derived from a plant which is commonly known as rape. This plant is grown throughout the greater part of Szechwan and is one of the most important of the winter crops. Rapeseed oil is very largely used for lighting and cooking purposes, and in many parts of the Province it is the only illuminant.

The Hochow region is particularly rich in iron and coal. The deposits of coal are almost inexhaustible and the quality is exceptionally good. The fuel is well adapted for steaming purposes, and is counted upon to supply the railways and new steamships that will eventually penetrate Szechwan. The coal that is now used by the small steamers on the Upper River is obtained from the same mountains in which the large deposits occur and has proved to be highly satisfactory. The iron that has thus far been mined has been used only in a small way and smelted by native methods, but its quality, quantity, and proximity to the coal mines give promise of great manufacturing possibilities.

[The foregoing is one of a series of reports dealing with the resources and development of Szechwan Province by districts; those that have already appeared in *COMMERCE REPORTS* are Mienchow (Feb. 3), Tzeliuching (Apr. 17), Suining (May 3), Yachow (May 26), Chengtu (June 2), Tachienlu (June 5), Kaihsien (June 26), Sungpan (Aug. 9), and Weikiu (Aug. 11).]

LABOR-SAVING AGRICULTURAL MACHINERY IN ENGLAND.

[Consul J. S. Armstrong, jr., Bristol, July 23.]

The Agricultural Instruction Committee has reported to the Somerset County Council that it has had under consideration a resolution transmitted to them by the Joint Advisory Council of the Bristol Province in the following terms:

That the agricultural education committees (or subcommittees) of each county of the Province be asked to deal with the question of labor-saving machinery on the lines laid down by the president of the British Board of Agriculture and Fisheries, and for this purpose to form one or more local committees, including representatives of the provincial council, the local agricultural societies, local branches of farmers' unions and chambers of agriculture, as well as members of the county committee (or subcommittee) and the county agricultural organizer.

The committee reports that it has approved a scheme for putting this resolution into effect whereby demonstrations of labor-saving machinery, such as motor-traction plows and milking machines, will be arranged by the committee, wherever possible, in conjunction with local agricultural societies.

KEEN INTEREST SHOWN IN WEST AFRICA'S TRADE.

[Vice Consul Harry A. McBride, Boma, Kongo, June 12.]

Before departing from Boma on leave of absence to be spent in the United States, preparation was made to give complete information upon conditions in Kongo and Angola to American manufacturers and exporters interested in this market. A large case of samples of textiles, hardware, and other goods most commonly used in these colonies was collected, listed and the prices marked thereon. Catalogues of all the large commercial houses of Lower Kongo, giving retail prices of provisions and household goods, were also procured.

These articles were brought to America and presented to the New York branch of the Bureau of Foreign and Domestic Commerce, and Mr. E. C. Porter, commercial agent in charge of that office, notified manufacturers and exporters through the press that I would be glad to confer with interested firms. December 12, 14, and 15 were given over to conferences at New York, the callers including commission agents and ship brokers and representatives of manufacturers of electrical supplies, hardware, jewelry and novelties, men's furnishings, files, agricultural implements, and malt beverages.

Upon arrival at Detroit, Mich., the board of trade of that city notified manufacturers through the press that I would be pleased to meet them on January 19, 1915, at the export office of the board. Conferences were held with and information given to the export managers of several of the automobile companies of that section.

Confidential Circular of Department of Commerce.

The date of my arrival in the United States and the fact that samples of goods sold in West Africa would be brought for the inspection of American firms were made the subject of Confidential Circular No. 447 by the Bureau of Foreign and Domestic Commerce. The number of letters received in response to this circular was so great that there was not sufficient time to reply to all of them while in America, but the remainder were answered as soon as I arrived at Boma. One hundred and eighty-two firms were given detailed information as to the market for their goods in this district.

It was surprising to note the amount of interest taken by American firms in the West African market, and I believe the number of responses to the confidential circular of the Bureau of Foreign and Domestic Commerce (about 250 in all, counting the catalogues received) will serve as an excellent example of the use manufacturers in the United States are now making of the official assistance offered to them. Since my return to Kongo several firms, both in this colony and in Angola, have been informed of the interest taken in this market with the result that they have written to some of the American exporters, and every effort on the part of this consulate general will now be made to keep up the relations thus established. It is quite probable that there will be a considerable increase in the sale of American products here in the near future as this office has been informed that two or three fairly large orders for machinery have already been sent to the United States by importers at Loanda, Angola.

INCREASED SALE OF CHINESE COTTON GOODS.

[Commercial Agent R. M. Odell, Shanghai, July 10.]

The most marked effect of recent developments in China has been to stimulate the trade in domestic yarn and cloth, and the cotton mills of China have enjoyed a degree of prosperity which they have not known for some time. Usually the mills close down a few weeks in the summer, but it is stated that most of them will be kept running full time night and day this year. The yarn made in the mills in Shanghai is now commanding a higher price than Japanese yarn. The prices at which the two kinds were sold during the week of July 10 were as follows:

Kind of yarn.	Shanghai taels ^a per bale of 410 pounds.	Dollars per bale.	Cents per pound.
No. 16s:			
Chinese	92.75	\$51.01	12.44
Japanese	92.00	50.80	12.34
No. 20s:			
Chinese	100.00	55.00	13.41
Japanese	93.25	51.28	12.50

^a Shanghai tael at present worth 0.55 cents.

The prosperity of the local mills is indicated by the rise in the price of the shares of the mills in Shanghai under foreign management. The following table shows the par value of the shares, the price on March 10, 1915, and the price on July 9, 1915:

Name of mill.	Par value.	Price on Mar. 10, 1915.	Price on July 9, 1915.
Ewo Cotton & Spinning Mill:		<i>Shanghai taels.</i>	<i>Shanghai taels.</i>
Common stock	50	135	170
Preferred stock	100	106	110
International Cotton Mill	75	74	50
Soy Chee Cotton Spinning & Weaving Co.	50	40	44
Shanghai Cotton Mill	50	89	97

OLIVE-OIL MARKET IN SPAIN.

[Consul Wilbur T. Gracey, Seville, July 1.]

Uncertainty and fluctuation in prices were the most noticeable features of the olive-oil market during June. Except for a limited number of choice consignments, prices have shown a downward tendency. This may be explained partly by the fact that there is every indication for a good crop for next season, causing producers to be desirous of disposing of their present supply before the new crop becomes available. Orchards are in excellent condition, and unless something unforeseen occurs a record-breaking crop is confidently expected.

There has been a marked increase in the production and shipment of green sulphur oil (*aceite de orujo*), which commodity until recently was of negligible proportion. The presence of a number of steamers bound directly for American ports has doubtless been partly responsible for the increased activity in this product.

THE COAL FIELDS OF KWANGTUNG PROVINCE.

[Report prepared by a Chinese mining engineer at the request of Consul General F. D. Cheshire, Canton, China.]

Kwangtung Province is dissected by three important rivers—the North, the East, and the West. Their importance lies not only in their diverging positions, but in their indispensable use in conveying men and goods from the remotest parts of the Province to Canton. Each of these streams cuts through coal fields at some point in its course; but to the best knowledge of the writer, the upper course of the North River cuts the largest deposits in the vicinity of Shiu Chow. The East Tributary, flowing from the famous Mei-ling Pass, and the West Tributary, flowing from the boundary of Hunan and Kwangtung Provinces, join to make the North River. Shiu Chow, situated at the point of their confluence, is growing daily more important as a mining center, as nearly all the mining companies have their business headquarters here.

Within a radius of 15 miles from Shiu Chow there are not less than 10 mines, operated by different companies. Some of these work regularly, the others intermittently; all of them lack machinery. The two larger companies, the Liang Kwang and the Hip Hing, are developing their properties on a modern system, with the view of installing machinery as soon as the properties have sufficient tonnage blocked out to warrant the expenditure. Some of the old workings date back a century, but it may be said that all of the mining done in the past has been superficial and very few of the mines have been sunk deeper than 300 feet. This may be traced to two main causes—lack of proper pumps to handle the mine water and improper ventilation.

Semianthracite and Bituminous Coal—Transportation.

The formation of the district strikes in a general north and south direction and dips from 30 to 90 degrees. Within a strip of country 1 mile wide by 10 miles long it is known that 21 coal beds of varying thicknesses and qualities exist. Their thicknesses range from 1 to 20 feet. Most of the coal burns with a short purplish blue flame, without smoke or the odor of sulphur. Some of the seams produce a coal that burns with a moderately long yellow flame. The former might be classed as a semianthracite with 7 to 11 per cent of volatiles; the latter might be classed as a bituminous coal with 12 to 20 per cent of volatiles.

The Canton-Hankow Railway runs one passenger and one freight train from each terminus daily. The run from Canton to Shiu Chow, a distance of 409 li (about 140 English miles) by rail requires some 8 hours and entails a freight charge of \$1.85 per ton. Heretofore all the coal from the Shiu Chow district came to Canton by water. The freight by boat fluctuates from \$1.35 to \$3.40 per ton, according to the time of the year; the trip by water requires 6 to 10 days. It has been the custom to store up the coal at the mine during the dry seasons and to ship it during spring and summer, when freight is at its lowest. Shipping by rail necessitates extra handling at the loading and unloading stations, which means additional

expense, and it is a question whether much of the coal will be taken out over the railway until the company offers further inducements.

Other Coal-Bearing Districts.

On the northwest, some hundred miles from Shiu Chow, good bituminous coal has been mined, which would command good prices in Canton; but the difficulty of navigating a portion of the West Tributary of the North River makes freight rates prohibitive, and during the dry seasons the maximum quantity transported is small. These conditions have caused the mines once working to close up. When the Canton-Hankow Railroad taps these places, doubtless the workings now suspended will prove profitable.

Within a radius of 50 miles from Canton coal has been found in the districts of Pun-yue, Fa-yen, Tsung-shing, and Ko-ming, but the seams so far prospected have not proved to be very thick, and with the high cost of mining timbers profitable mining is doubtful. Coal is also found in the Ying-tak district, but prospecting has not been extensive enough to give accurate information. With the exception of the Tu-kong region in Pun-yue, which place produces a good quality of bituminous fuel, the coal from the above-mentioned places is of the semianthracite kind.

In the extreme southwestern part of the Province, in the districts of Lim Chow and Yum Chow, coal is also found. The coal of Yum Chow is quite different from that of other districts, being a good compact lignite. The deposits are fairly large, but they lie 7 or 8 miles from the nearest waterway, which is only a small stream navigable in the dry seasons to boats carrying not over 15 tons. A distance of some 20 miles has to be covered, when this river enters the ocean, where the coal may be transferred into seagoing vessels.

The Coal and Its Possibilities.

Present knowledge indicates that the future production of the larger bulk of the native coal will rest with the Shiu Chow fields. These fields have been mined over extensive areas, and coal in paying quantities has been proved. Most of the coal is semianthracite, and in a dusty condition as a rule. Its proportion of lumps is usually small. Its present consumption is confined largely to lime burning, wine distilling, and domestic uses. Although no available statistics are at hand, it may not be far wrong to say that the daily output of the entire district does not exceed 200 tons.

So far neither the local government mining bureau nor any private concern has given due attention to investigating the conditions necessary for obtaining the best calorific value from this coal (14,000 to 14,500 B. t. u.). All the power plants of factories and steamers in and about Canton have been designed to burn Japanese, Kaiping, or Manchurian bituminous coal. It goes without saying that the native anthracite can not do itself justice when burned on grates so designed. It would not be unreasonable to expect an increased market for this native coal when the use of properly designed grates and forced-draft attachments is understood, or some suitable binder for briquetting the coal dust is employed, especially when wood fuel is becoming scarcer and more expensive day by day.

CONSTRUCTION WORK ABROAD.**CANADA.**

[Consul Samuel C. Reat, Calgary, Alberta, Aug. 3.]

Ten Grain Elevators to be Erected.

The Western Canada Flour Mills (Ltd.), of Calgary, is building 10 grain elevators in different sections of Alberta Province. In the following towns sites have been selected and building is progressing: Ensign, Kirkaldy, Champion, Dalmead, and Fleet. The towns where the other five elevators are to be located have not yet been selected. The elevators will have a capacity of 30,000 bushels, with flour house in connection. The cost of each elevator will be approximately \$6,500.

This program of construction will be carried out this year and the management states that unless financial conditions prevent larger program may be undertaken next year.

[Consul George S. Messersmith, Fort Erie, Aug. 4.]

Boulevard Construction.

Motor tourists on both sides of the border will be pleased to hear that the Queen Victoria Park Commission, by virtue of an agreement with the municipalities of Bridgeburg and Fort Erie, is extending the Niagara Boulevard from Bridgeburg to the Fort Erie ferry landing. The present boulevard extends from Niagara Falls, Ontario, to Bridgeburg, Ontario, but bad condition of the road from Bridgeburg to Fort Erie seriously interfered with the use of the boulevard. The completion of this section about September 30 will make the Niagara Boulevard one of the finest roads in Canada.

School Buildings.

The plans for a \$35,000 school building at Port Colborne have been approved by the local school board and tenders have been called for. Plans and specifications are also being prepared for a new \$30,000 school building at Bridgeburg. Both buildings are to be completed this fall.

DOMINICAN REPUBLIC.

[Consul Frank Anderson Henry, Puerto Plata, July 28.]

Proposed Improvement to Puerto Plata Harbor.

Extensive improvements to the port of Puerto Plata are about to be undertaken by the Dominican Government. These will include a wharf where two steamers can unload at the same time, a new customhouse, and the deepening of the harbor. It is estimated that the cost will be about half a million dollars. It is expected that work will probably begin in two or three months. Mr. J. T. Collins, chief engineer of the Public Works Department in the Cibao, will be in charge.

ITALY.

[Consul F. T. F. Dumont, Florence, July 21.]

Numerous Contracts for Road and Bridge Work.

Three contracts, amounting to \$19,893, for the construction and repair of public roads in the Provinces of Florence and Bologna have been awarded to Vittorio Cerbai, San Piero a Sieve, Toscana.

La Co-operativa "La Sodale," Florence, has been awarded a contract amounting to \$19,161, for the construction of the new Volterrana road work.

A contract, amounting to \$53,583, for the betterment of the road between Pratolino and Lastra, in the Commune of Florence, has been awarded to the Impresa Guido Betti, Florence.

Ditta Carresi & Palagi, Florence, have been awarded a contract for road work amounting to \$17,485.

Other contracts for road work in the Provinces of Bologna, Parma, and Arezzo, amounting to \$4,704, \$41,455, and \$16,915, respectively, have been awarded to the Consorzia Bolognese Fra Co-operative Bizocciai, Bologna, the Ditta Vescovi Vittorio, Monchio Parmense, Parma, and the Ditta Enrico Goti, Arezzo.

A contract for railway bridge work amounting to \$16,173 has been awarded to Ditta Annibale Tarozzi, Bologna.

Correspondence and catalogues should be in Italian.

RUSSIA.

[Consul General John H. Snodgrass, Moscow, July 8.]

Exploitation of Finland Waterfalls.

The Petrograd Joint-Stock Co. for Transmission of Water Power has made application to the Governor of Vyborg for permission to exploit the water power from the waterfalls of Rouhialasky. It is proposed to build a dam reaching from one bank to the other, with five passages of 46 feet in width for the water currents, of a depth of 58 feet. According to the calculations of the Finland Hydrographic Bureau, the flow of water is 42,000 cubic feet per second, and can be directed through four passages. The project provides for the erection of nine aggregates of motors of 10,000 horsepower each. The energy that could be developed by this station is estimated at 80,000 horsepower.

SCOTLAND.

[Consul Rufus Fleming, Edinburgh, July 27.]

The Municipal Corporation will erect a branch electric generating station in one of the suburbs of Edinburgh. The building, which is to be a stone structure, will cost \$65,000 or \$70,000, and it is intended that the equipment shall be in accordance with the latest requirements in the production and distribution of electricity. Bids for equipment have not yet been asked for. Communications may be addressed to the Corporation Electrical Engineer, Dewar Place, Edinburgh, or the Convener of the Electric Lighting Committee, City Chambers, Edinburgh.

SOUTH AFRICA.

[Consul General George H. Murphy, Cape Town, June 29.]

Railway Extension.

Within the past week the railway system of South West Africa has been connected with that of the Union of South Africa. As a consequence it will hereafter be possible to forward supplies by rail to any point in the Southwest African railway area. Fortunately nearly all of the German railway system has the same gauge as that adopted in British territory.

It is anticipated that the linking of the two systems will have an important bearing upon railway economics in South Africa in years to come.

De Aar is 500 miles by rail from Cape Town and equidistant from Pretoria. The new connection from De Aar via Upington and Nakob with Kalkfontein brings every part of the Union in more or less direct communication by rail with the ports of Luderitzbucht and Swakopmund. The distances are:

	Miles.
De Aar-Upington-----	254
Upington-Nakob-----	80
Nakob-Kalkfontein-----	93
Kalkfontein-Keetmanshoop-----	120
Keetmanshoop-Windhuk-----	340
Windhuk-Swakopmund (about)-----	300

Thus from Cape Town to Swakopmund is approximately 1,620 miles, or nearly the same distance as to the Victoria Falls. The distance from Keetmanshoop to Luderitzbucht is about 230 miles, thus bringing either Cape Town or Pretoria within 1,300 miles of the southern port of the conquered territory. The rapidity of the completion of the new line is very creditable to the engineering and construction staffs of the South African railways.

SPAIN.

[Consul Wilbur T. Gracey, Seville, July 24.]

Projected New Hotel at Seville.

In several reports from this office mention has been made of a projected first-class hotel for this city, which has been contemplated for some years, and the possibilities of construction of which now appear to be more immediate as the summer theater which has heretofore occupied the proposed site is, according to reports, about to be demolished.

The Count of Colombi in a recent report in regard to construction work in this city gives some particulars of this projected work which may be of interest. He suggests that in order to bring the matter to successful culmination the enterprise should be placed in the hands of the committee of the Spanish exposition, which is composed of the most influential and enterprising men of Seville, who are interested in the development of all local public works.

He suggests that the services of an architect of international reputation should be secured, such as the one who planned the Reina Christina Hotel at San Sebastian or the Ritz at Madrid, supposed to be the two finest hotels in this country.

It is proposed to erect the hotel in the Eslava gardens, adjoining the famous Seville tobacco factory and the San Telmo palace, and overlooking the Maria Christina parkway and the river Guadalquivir beyond on the one side and the palace park on the other. The site also adjoins Calle San Fernando, one of the important thoroughfares of the city. It is separated from the gardens of the tobacco factory by an ancient moat, which it is feared might constitute a menace to the health of the hotel guests, but it is suggested that this may be overcome and the attractiveness of the grounds increased by transforming the moat into a sunken garden.

It is intended to erect a hotel which will be first-class in every particular, which is much needed in Seville, the main object being

to accommodate the expected guests and visitors to the exposition, the buildings for which are now under construction. The building is to contain some 250 rooms, and it is expected that it will prove a great drawing card for tourists for eight months of the year.

It is understood that work has already commenced on the demolition of the summer theater on the site, which has heretofore had a large patronage every summer, and the concessionaires of which desired to use it during the present season, but owing to the projected early building of the hotel their request was refused. The gardens are being laid out and improved and it seems probable that the project is really extending beyond the mere projection stage.

It is possible that the building of this hotel will give an opportunity to American exporters of hotel furnishings to introduce their goods, and catalogues and other literature sent to this consulate will be placed on file and shown to interested parties.

It is understood that the Ritz Hotel Co., which has a chain of hotels throughout the world, is to finance the matter, and parties interested should address that company through their Madrid office.

TURKEY.

[Consul Edward I. Nathan, Mersina, July 3.]

Completion of Tunnels of Bagdad Railroad.

The work of constructing the Bagdad Railroad has continued despite the war. In the mountainous sections, which border the Cilician Plain, the boring of several important tunnels has been finished. The completion of the longest of these tunnels was recently appropriately celebrated. It extends for 4,950 meters, or over 3 miles, through the Amanus Mountains. The work is in charge of German and Swiss engineers.

NEW GOVERNMENT PUBLICATIONS.

The Superintendent of Documents, Washington, D. C., announces that he received in stock during the week ended August 7 the following new United States Government publications of a business character, which he will sell at the nominal prices affixed:

Composition of Natural Gas Used in 25 Cities, with discussion of the properties of natural gas, Mines Bureau Technical Paper 109—Covering methods of consumption, tabular statements of results, comments on samples, etc. Price, 5 cents.

Durability of Cement Drain Tile in Alkali Soils, Standards Bureau Technologic Paper 44—Study of the manufacture of drain tile, installation of drain tile, testing, results of tests, etc. Price, 35 cents.

The Naval Stores Industry, Agriculture Department Bulletin 229.—History of the industry in the United States, with statistics of production and other important information relative to turpentine, etc. Price, 15c.

Life History of Shortleaf Pine, Agriculture Department Bulletin 244.—Giving geographical and economic range, character, reproduction, growth, yield, etc. Price, 15c.

Vitrified Brick Pavement for Country Roads, Agriculture Department Bulletin 246.—Practical information concerning raw materials, manufacture, physical characteristics, construction, cost, and maintenance. Price, 10c.

Portland Cement Concrete Pavement for Country Roads, Agriculture Department Bulletin 249.—Practical and important work on materials, structural methods, organization, cost, and maintenance, with summary of conclusions. Price, 15c.

THE MOSCOW COTTON MARKET.

[Consul General John H. Snodgrass, Moscow, Russia, June 26.]

New prices on yarn have been fixed by the Moscow group of spinners, the price on No. 34 warp yarn being established at 55 cents per pound, and on No. 39 weft, 54 cents per pound; term, 12 months. Calculated in cash, the average price for calico yarn will be approximately 50 cents, an increase of 4 cents over the price of the preceding season.

While the price of cotton on the market remains at 46 cents per pound, the above price means loss, it is said, to the spinners. Since the cost of raw material, assuming 10 per cent of waste, is more than 50 cents per pound, the cost of manufacture—not less than 7 cents per pound—is borne solely by the spinners. In establishing the yarn prices these latter have assumed the cost of raw cotton at about 37 cents per pound. Undoubtedly, most of the spinners had secured their raw supply previous to the high prices, and probably had paid even less than 37 cents.

Delays in Shipments Cause Rise in Prices—Future Crop Prices.

Some manufacturing concerns that succeeded in securing a supply of cotton in good time were forced to buy it at high prices, sometimes in big lots. This was the consequence of delays in shipments, as cotton shipped in due time was two to three months late in reaching its place of destination, thus frustrating all calculations of the manufacturing concerns. The firms that were not successful in securing the necessary supplies in autumn were obliged to purchase cotton in winter when the prices were high, and did not lay in a store of supplies, buying only what was necessary to keep their business going. It is claimed that for such firms the present yarn prices are ruinous.

It is probable that the gradual exhausting of supplies of cotton will lead to still higher prices. The greatest scarcity is felt in the normal grades.

No definite transactions have been concluded with cotton of the future crop. The condition of the market is still very uncertain, though the price of 38 cents per pound has already been mentioned, contrasting with the present price of 46 cents. It is supposed, however, that if the lower price is established it will soon rise.

Cotton-Goods Situation.

The prices on calico have varied lately; the manufacturers had fixed 14 kopecks per arshine (9.3 cents per yard), but lots not delivered to the Military Supply Department could be bought on the market at 7.9 cents per yard. These low prices may be explained by the desires of speculators to realize on the goods as quickly as possible. After these lots are sold prices are expected to become firmer. The price of chintz No. 1 was about 11.6 cents per yard and was based on the cheap price of calico; the rising of the latter will undoubtedly cause an increase of the price on chintz.

The general movement of goods on the market is inconsiderable. There is a demand for thin goods, such as batiste, sateens, etc., but the supplies are not plentiful, in consequence of the scarcity of Egyptian cotton from which they are manufactured.

There is a great need for Lodz goods, for which the Moscow market can not substitute its own manufactures owing to the fact that the equipment of the Moscow mills is materially different from those in Lodz, and there is no possibility of introducing new equipment during the war.

PRODUCTION OF SALT IN RUSSIA.

[Consul General John H. Snodgrass, Moscow, July 8.]

According to the Association of Miners of South Russia, the amount of salt produced in the Don district in 1914 reached 38,030,000 poods (about 684,500 short tons), which, compared to the production of 1913, shows a reduction of 2.5 per cent. However, compared with the average production of the last decade, the above figures show an increase of 13.1 per cent.

The principal centers of salt production are Bakhmut and Slaviansk. In Bakhmut the output amounted to 27,740,000 poods (499,300 short tons) of rock salt and 319,000 poods (5,700 short tons) of evaporated salt. In the first case the production, compared with that of the preceding year, showed a decrease of 6.9 per cent; in the second case a decrease of 36.6 per cent. In Slaviansk the results were more satisfactory; the amount of evaporated salt obtained reached 9,970,000 poods (179,500 short tons), which, compared with the yield of 1913, showed an increase of 14.3 per cent. No rock salt is found in Slaviansk.

The exports of salt from the Don district during 1914 were 676,000 short tons, 3.7 per cent less than in 1913. During the first six months of 1914 there were shipped 312,300 short tons from the Don district, against 311,800 short tons shipped during the corresponding period in 1913; during the second half of the year the shipments of salt amounted to 361,700 short tons, against 388,000 short tons exported during the second half of 1913.

WINE CROP IN SOUTHERN FRANCE.

[Consul General A. Gaulin, Marseille, July 27.]

The vineyards in southern France have suffered heavily from mildew this year, owing to abnormally heavy rains during June and insufficient treatment and cultivation resulting from scarcity of competent labor. In the Gard Department the crop is said to be a complete failure, and the other southern departments have also been affected to a considerable extent. It is estimated that the aggregate yield of the district, which is the most important wine-growing region in the country, will probably not exceed more than half of the average production, which is about 25,000,000 hectoliters (660,426,000 gallons). Wine prices have more than doubled during the past month as compared with the earlier part of the year.

RHINE WINE CROP.

[Vice Consul Ernest L. Ives, Cologne, Germany, July 22.]

It is reported throughout the district that the wine crop is in a most favorable condition, and a large and excellent vintage is expected which will rival the noted wine crops of 1893 and 1911. A few of the districts report that worms are noticeable, but not to the extent of threatening the crop.

FOREIGN TARIFF NOTES.**AUSTRALIA.**

[Statutory Rules No. 83, 1915.]

Bounty on Pig Iron.

Provision is made in the Iron Bounty Regulations 1915, promulgated May 19, 1915, for the payment of a bounty on pig iron made from Australian ore at the rate of 8 shillings per ton, the maximum amount which may be expended prior to December 31, 1915, being fixed at £30,000. In order to be entitled to claim bounty, a manufacturer is required to have produced in his factory, after the commencement of the Iron Bounty Act 1914, a minimum quantity of 1,000 tons of pig iron made from Australia ore. [A copy of the regulations is on file in the Bureau of Foreign and Domestic Commerce and will be loaned to those interested upon application.]

[Commonwealth Gazette, May 29, 1915.]

Restrictions on Importation of American Cattle.

Under the provisions of the Quarantine Act 1908-1912, the Governor General of Australia has prohibited the importation of cattle from the United States into that country, unless, in addition to other papers required by the Australian quarantine regulations, they are accompanied by a certificate from a responsible Government veterinary official, stating that the animals have not, within six months of the date of shipment, passed on foot through, or been kept, pastured, or housed upon any area within 15 miles of a place where the foot-and-mouth disease has occurred during the preceding six months.

BRAZIL.**Pure-Food Regulations.**

Commercial Attaché Lincoln Hutchinson, Rio de Janeiro, has transmitted to the Bureau a report giving a summary of the laws and decrees affecting the use of preservatives and coloring matter in foodstuffs and beverages imported into Brazil. A copy of the report will be loaned to those interested upon request.

[American Ambassador Edwin V. Morgan, Rio de Janeiro, May 26, 1915.]

Clearance Without Shipping Documents.

Some American exporters seem to be unaware of the system of "Termo de Responsabilidade" employed in Brazil, in case the shipping documents fail to arrive in time for customs clearance.

This system provides that, in cases where documents do not accompany the goods, an importer may dispatch the latter upon the signature of a paper known as a Termo de Responsabilidade. In this paper the consignee holds himself responsible for the presentation of the documents within 90 days from the date of the Termo. Should the documents not arrive before the expiration of that period, an additional period of 90 days' grace can be obtained upon giving adequate reasons.

When the duty is calculated upon an ad valorem basis and it is necessary in the absence of an invoice to ascertain the value of the importations, a consignee may request the inspector of customs to

supply him with information regarding his goods from the shipping manifest. The cost of securing this information is only 1 milreis, equal at the present rate of exchange to 25 cents American currency.

BRITISH HONDURAS.

[Gazette Extraordinary, June 26, 1915.]

Tariff Changes.

The following changes in import duties, promulgated under the provisions of the War Tariff Ordinance, 1914, were put into effect in British Honduras on June 25, 1915:

Articles.	New rate.	Old rate.
Flour:		
Per sack or barrel not exceeding—		<i>Ad valorem.</i>
200 pounds, net weight.....	\$0.60	12½%
100 pounds, net weight.....	.30	12½%
Beef (in barrels):		
Per barrel not exceeding—		
200 pounds, net weight.....	2.50	15 %
100 pounds, net weight.....	1.25	15 %
Pork (other than mess pork):		
Per barrel not exceeding—		<i>Per barrel.</i>
200 pounds, net weight.....	2.00	\$1.00
100 pounds, net weight.....	1.00	
Per barrel exceeding 200 pounds, for every additional pound.....	.01	
Rice.....per pound.....	.0025	<i>Ad valorem.</i> 12½%

CANADA.

[Customs Memorandum No. 1922-B, May 25, 1915.]

Shipment of Wool to United States.

The following regulations governing the exportation to the United States of wool grown in Canada modify the previous absolute embargo on such shipments:

Authority has been obtained for the issue of licenses to export wool grown in Canada to the United States upon application to the Department of Customs at Ottawa, setting forth the name and address of the exporter, the quantity of wool proposed to be exported, and the name and address of the consignee in the United States, and stating that the wool is to be used for manufacturing purposes only in United States mills, and that no part of the wool or of the yarn made therefrom shall be reexported from the United States of America.

Upon receipt of this application the exporter will be advised in regard to the issue of the license.

Before the wool is shipped from Canada the importer in the United States will be required to guarantee that the wool shall be used only as above stated.

The licenses herein referred to apply only to the exportation of wool grown in Canada.

[Customs Memorandum No. 1935-B, July 26, 1915.]

Importation of Animal and Other Products.

The Canadian regulations promulgated May 9, 1915, prohibiting the importation of certain animal and other products from the United States have been modified, and the importation of the flesh, hides, wool, hoofs, horns, or other parts of animals, and of hay, straw, fodder, or manure from the following States is now permitted: Minnesota, North Dakota, South Dakota, Montana, Washington, Oregon, Idaho, Wyoming, Nebraska, Colorado, Utah, Nevada, California, Arizona, New Mexico, Oklahoma, and Texas. Such products must, however, be accompanied by an affidavit of the owner

or shipper, stating that they have originated in one of the foregoing States and have not been unloaded in any State not included in the above list.

The regulations of May 9, 1915, as modified, which were to have remained in force only until August 9, have been continued in effect for an additional month. [For previous notice regarding restrictions in Canada on animal products from this country, see *COMMERCE REPORTS*, June 7, 1915, p. 1079.]

DOMINICAN REPUBLIC.

[American Vice Consul, Santo Domingo City, June 28, 1915.]

Restrictions on Importation of Explosives.

An executive decree of January 26, 1915, prescribes the conditions governing the importation into Santo Domingo of powder, explosives, and firearms, the latter term being interpreted to include only shotguns, revolvers, pistols, and rifles. The entry of such products will be allowed only when the previous authorization of the Government has been obtained. Shipments of powder exceeding 10 hundredweight are prohibited, and not more than 50 revolvers may be imported at one time nor more than 5,000 cartridges. The foregoing represent the maximum quantities of such supplies which may be imported by the same person during any one year.

FEDERATED MALAY STATES.

[Board of Trade Journal, Apr. 15, 1915.]

Tariff Changes.

A decree in effect March 2, 1915, provides for an increase of approximately 60 per cent in the rates of duty levied on alcoholic liquors imported into the Federated Malay States. Another order, promulgated March 18, 1915, prescribes new rates of import duty for tobacco products and designates certain ports through which importation of such goods must be made. [More detailed information in regard to the provisions of the decree may be obtained by application to the Bureau of Foreign and Domestic Commerce.]

GUADELOUPE.

[Journal Officiel, June 20, 1915.]

Sea-Octroi Dues on Motor Vehicles.

A French presidential decree of June 13, 1915, authorizes the following changes in the sea-octroi dues (octroi de mer) applicable to motor vehicles and bicycles imported into Guadeloupe:

Articles.	Old rate.	New rate.
Automobiles, with seats for—	<i>Francs each.</i>	<i>Francs each.</i>
Less than four persons.....	20	100
Four or more persons.....	400	200
Motorcycles and bicycles.....	<i>Ad valorem.</i>	<i>Ad valorem.</i>
Parts of motorcycles and bicycles.....	15%	4%
	15%	4%

NEWFOUNDLAND.

[Consul James S. Benedict, St. Johns, June 29, 1915.]

Exportation of Timber from Labrador.

A new measure enacted in Newfoundland June 6, 1915, extends for 10 years from that date the period during which pulp wood and

timber from Labrador may be exported. It was provided by an earlier enactment that the period for such exportation should terminate December 31, 1915.

[Board of Trade Journal, July 1, 1915.]

Tariff Increases.

Under the terms of resolutions submitted to the Newfoundland legislative body and put into effect provisionally May 21, 1915, most of the articles formerly included in the free list of the Newfoundland customs tariff are to be subject to an import duty of 10 per cent ad valorem. Among the products affected are the following: Agricultural implements; wire fencing; boilers; printed books and catalogues; engravers' plates and machinery for use in engraving; scrap iron and copper; drilling and other machinery for mining; dynamite, blasting powder, and fuses; manures and fertilizers; oil cake, cottonseed cake and meal, and other preparations for cattle and chicken feed; news print paper, printing presses, and other accessories for use in printing; sausage casings; whole wheat.

The surtax of 10 per cent of the duty imposed on all dutiable articles imported into Newfoundland, except coal, is equally applicable to the foregoing products.

PERU.

[Nachrichten für Handel, Industrie und Landwirtschaft, May 19, 1915.]

New Excise Taxes on Alcoholic Liquors.

A Peruvian law of February 20, 1915, in effect February 24, provides for the following increased excise taxes on alcoholic liquors of both domestic and foreign production:

[Sol, \$0.4866; liter, 1.056 quarts.]

Liquors.	Soles per liter.
Domestic liquors:	
Alcohol, ethyl—	
Exclusively from grapes, of a strength of 100° Gay-Lussac.....	0.27
Other alcohol of a strength of 100° Gay-Lussac—	
Produced in the highlands.....	.40
Produced on the coast.....	.50
Wines—	
Natural.....	.01
Artificial.....	.05
Beer.....	.02
Imported liquors:	
Beer.....	.08
Alcoholic liquors, except wine, including ethyl alcohol of any strength.....	.80
Wines, red or white—	
Burgundy, Sherry, Muscatel, Port, Malaga, Rhine, and other fine wines.....	.50
Bordeaux, Catalonia, San Vicente, Chianti, and similar wines.....	.40
Sparkling wines and champagne, and wines so labeled.....	.86

* There is a proportionate reduction on alcohol of less strength.

RUSSIA.

[Board of Trade Journal, July 1, 1915.]

Importation of Celluloid by Parcel Post.

A recent Russian customs circular states that manufactures of celluloid may be imported into Russia by parcel post, provided the articles are packed in wooden boxes. [It was previously reported

that the shipment of manufactures of celluloid by post, even if packed in wooden containers, was absolutely prohibited.]

[Vestnik Finansov, June 28 (July 11), 1915.]

Modification of Embargo on Furs.

A Russian customs circular of June 22 (July 6), 1915, provides that furs (other than the skins of goats, sheep, lambs, and caracul) may now be exported from Russia to allied countries by parcel post without a special permit from the Ministry of Finance. Skins of all kinds were previously included in the embargo list of Russia, and it has been necessary to make special application for permission to export in the case of each consignment. Shipments by parcel post can be made only from places having customhouses.

SALVADOR.

[Vice Consul L. W. Franklin, San Salvador.]

Temporary Exemption of Seed Potatoes.

A Salvadorean decree of June 21, 1915, provides that seed potatoes imported into Salvador during the months of July, August, and September of the current year shall be exempt from customs duties and surtaxes. The import duty on potatoes in Salvador amounts to about \$3.44 per 100 pounds, including surtaxes.

URUGUAY.

[Diario Oficial, Jan. 7, 1915.]

Reduction on Fuel Oil.

An Uruguayan law promulgated January 7, 1915, provides that fuel oil imported into Uruguay shall be dutiable at 1.40 peso per ton (6 per cent on an official valuation of 14 pesos, and in addition surtaxes aggregating 4 per cent thereof). Fuel oil was previously not mentioned in the customs tariff of Uruguay and was probably dutiable at the rate of 31 per cent ad valorem prescribed for articles not specified in the tariff. [Peso, \$1.034; metric ton, 2,204.6 pounds.]

AMERICAN LEADERSHIP IN TALC AND SOAPSTONE.

The United States produces more talc and soapstone than all of the rest of the world combined. The domestic output has nearly doubled in the last decade, and the comparatively uniform development of the industry indicates its stability and gives promise for continued increasing demand. The Geological Survey gives the output last year as 172,296 short tons, valued at \$1,865,087, one-half of it being from New York, the balance chiefly from Vermont and Virginia. Soapstone finds extensive use in commerce as slabs for hearthstones, mantels, sinks, etc., and when powdered as a pigment in paper making, as a lubricator for dressing skins and leather, etc. The fine granular or cryptocrystalline varieties are used for marking purposes under the name of French chalk.

Consul C. H. Payne reports, under date of July 3, that American gold is at a 10 to 12 per cent premium in the Danish West Indian island of St. Thomas, and that American currency brings a still higher premium there.

ADVERTISING AMERICAN MOTOR CARS IN CHINA.

[Vice Consul Gustave J. Barrett, Shanghai, June 28.]

It has been demonstrated that in order to secure profitable results American firms which contemplate engaging in the export trade would do well first to secure personal representation in the market they intend to enter. This practice has been generally adopted by those American and European firms now successfully operating here, and a new firm entering the field would be somewhat handicapped if it depended absolutely upon an advertising campaign to create a demand for its products. It is very true, however, that, with personal representation, an advertising campaign is invaluable. A few firms engage representatives locally upon recommendation, but the majority send out trained men from the United States. The latter method is generally considered most satisfactory.

Liberal Financing Arrangements Required.

It is essential that the representative be empowered to extend liberal financing arrangements to agents he might engage. Furthermore, it is advisable to carry in stock a sufficient number of motor cars to meet any unforeseen demand. China is considered a great possible market for motor cars, and recently a representative of a prominent firm of motor-car manufacturers in the United States who is now visiting Shanghai appeared optimistic as to the future possibilities of this trade not only in China but also in other countries of the Far East.

The foreign population of Shanghai is estimated at approximately 15,000. Many wealthy Chinese also live here and are becoming motor-car enthusiasts. While the purchasing power among the foreign element is generally considered above normal, they are comparatively limited in numbers, and the manufacturer must look to the great number of Chinese for his trade.

There are certain limitations to the extent of the future possibilities of Shanghai as a market. For instance, the area of the city (the international and French settlements) is somewhat limited, and the country roads beyond the city limits, in Chinese territory, are in very poor condition. Just when this will be remedied it is difficult to forecast. Then again, the Chinese are just beginning to be educated in the use of motor cars.

Equal Opportunity for Additional Firms.

Notwithstanding these restrictions, and also the fact that there are several agencies established here which have been operating garages for several years, it would appear that there is an equal opportunity for additional firms to enter and successfully compete in this market provided they are ably represented.

The smaller types of touring cars, those of four or five passenger capacity, seem to hold most favor. However, many other types are in use. The touring car of seven or eight passenger capacity (numbered among these are some of the recent eight-cylinder models) and the limousine type seem to be very popular, as are many of the smaller cars, roadsters, and runabouts. Altogether, there are about 600 cars in use in Shanghai, which is looked upon as a very promising average.

[The names of motor-car representatives in Shanghai, together with a list of the hotels and newspapers, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 64266.]

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Consuls are requested to contribute to this department, and in doing so should in each instance state in what language correspondence should be conducted.

Flooring, No. 17919.—One of the commercial agents of the Bureau reports that a firm in Brazil desires to receive c. i. f. quotations on yellow-pine flooring 14, 16, or 20 centimeters wide. The firm also desires to communicate with mills cutting commercial long-leaf pine. Reference is given.

Gum arabic, paraffine, etc., No. 17920.—An American consular officer in Brazil transmits the name and address of a man who desires to import gum arabic, shellac gum, paraffine, powdered sulphur, sulphide of antimony, tartaric acid, bichromate of potassium, and phosphorous. Correspondence should be in Portuguese. References are given.

Sanitary supplies, building material, etc., No. 17921.—An American consular officer in New Zealand reports that a business man in his district desires to represent American manufacturers and exporters of pipes, bathtubs, water-closets, washbasins, heaters for bathrooms, floor tiling, galvanized pipe, roofing, etc. He desires to receive samples, catalogues, illustrated literature, etc., if possible. The man proposes to take orders on a basis of payment against documents at port of delivery.

Railway equipment, No. 17922.—It is reported that the Direccion General of the State Railways (Ferrocarriles del Estado), in a session held the latter part of June, passed a resolution to adopt the following program for increasing and repairing the railroad equipment of the Chilean Government lines: To authorize the expenditure of about \$250,000 United States for repairing cars; to authorize the transformation of 260 eight-ton box cars into 10-ton steel box cars (bids for this work will be called for); to authorize the purchase by means of sealed bids and in accordance with specifications to be given out later of 200 new cars for delivery either the middle or the end of 1916. The bureau has no further information relative to this opportunity.

Paper, No. 17923.—The commercial attaché of the Department of Commerce in Australia reports that a firm in that country desires to form commercial relations with firms in the United States which are in a position to export wrapping and tissue paper. Bank reference is given.

Feathers, etc., No. 17924.—The bureau is in receipt of a letter from a business man in this country transmitting the name and address of a dealer in China who desires to find a market for the sale of feathers. The man further states that he desires to represent American manufacturers and exporters in China. He does not specify any particular line.

Steel tires, cordage, car springs, etc., No. 17925.—A firm in the United States writes the Department of Commerce that one of its customers in South America desires to purchase tires for car wheels, cordage, canvas in rolls, accessories for car trucks, such as wheels, bolts, springs, suspension casting hangers, brakes, bearings, etc.; catalogues and full information relative to electric trolleys and accessories, rubber goods, tubes, etc.

Wood pulp and cellulose, No. 17926.—One of the commercial agents of the Bureau of Foreign and Domestic Commerce reports that a firm in Brazil desires to receive samples, prices, and full information relative to wood pulp and cellulose.

Hardware, No. 17927.—An American consular officer in France reports that a representative in his district desires to secure an agency for the sale of cobblers' nails, bed springs, kitchen hardware, etc. Bank reference is given.

Wood pulp, etc., No. 17928.—A firm in Brazil has requested one of the commercial agents of the Bureau to supply the names and addresses of American manufacturers and exporters of wood pulp of various grades. Samples are desired. A credit term of 90 days is desired.

Guncotton, No. 17929.—An American consular officer in Argentina transmits the name and address of an official who desires to receive samples, quotations, and full information relative to guncotton. It should be stated what quantity can be delivered.

Railway ties, shingles, etc., No. 17930.—The Department of Commerce is in receipt of a letter from a business man in Canada stating that he desires to communicate with American exporters of railway ties, shingles, doors, window sashes, etc. The ties should be of hard and soft wood and have the following dimensions: Four inches by 8 inches by 8 feet, 10 inches by 10 inches by 9 feet, and 5 inches by 5 inches by 9 feet.

General representation, No. 17931.—An American consular officer in Brazil reports that a commission merchant in his district desires to represent American manufacturers and exporters. He does not specify any particular line. Correspondence should be in Portuguese. Bank references are given.

Steam shovels, No. 17932.—A contractor in French Indo-China informs an American consular officer that he wishes to receive catalogues, price list, and full information relative to steam shovels. Correspondence should be in French. Quotations are desired c. i. f. destination.

General agency, No. 17933.—A firm of commission agents in Portugal informs an American consular officer that it would like to represent American manufacturers and exporters. It does not specify any particular line. Correspondence should be in Portuguese.

Ammonium sulphate, No. 17934.—An American consular officer in an insular possession reports a scarcity of ammonium sulphate. He submits the name of a buyer who desires to receive quotations.

Machinery, No. 17935.—An American consular officer in India writes that he has received a request for names and addresses of manufacturers of machinery to be used in a pencil factory. Machinery is desired for a plant with a capacity of 300 gross pencils per day. Illustrated catalogues with full information should be sent at once.

Electric motors, No. 17936.—A business man in France writes an American consular officer that he desires to represent American manufacturers of electric motors of from 2 to 15 horsepower capacity for agricultural purposes.

Automobiles, etc., No. 17937.—An established firm in Norway informs an American consular officer that it desires to represent American manufacturers of all kinds of automobiles, trucks, and automobile accessories. A small one-seated car is wanted at a price of from \$300 to \$400.

Dress goods, No. 17938.—An American consular officer in Denmark advises that a business man in his district desires to purchase American-made cloth suitable for making dresses for women. Correspondence may be in English.

Food and iron and steel products, etc., No. 17939.—A firm in Portugal informs an American consular officer that it is in the market for rice, sugar, paraffin, kerosene, iron sheets and bars, galvanized wire, and iron and steel hoops. Large quantities are desired if prices are satisfactory. Cash will be paid against shipping documents. Correspondence may be in English. References are given. Quotations should be made c. i. f. destination.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 403 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 2559.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until September 1, 1915, for new terrazzo floors in certain lobbies and corridors of the United States customhouse at St. Louis, Mo. Drawings and specifications may be obtained from the custodian of the building, St. Louis, Mo., or at above office.

Post office, No. 2560.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until September 10, 1915, for the construction, complete (including mechanical equipment, interior lighting fixtures, and approaches), of the United States post office at Gouverneur, N. Y. Drawings and specifications may be obtained from the custodian of site at Gouverneur or the Treasury Department.

Electric elevators, No. 2561.—Sealed proposals will be opened in the office of the Supervising Architect, Treasury Department, Washington, D. C., on August 31, 1915, for the installation complete of an electric passenger elevator in each of the following buildings: United States post office and courthouse at Amarillo, Tex., and United States post office and courthouse at Medford, Oreg., in accordance with the drawings and specifications, copies of which may be had from the Supervising Architect.

Construction work, No. 2562.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until August 31, 1915, for the mechanical equipment (except elevators, lift, and dumb-waiter) of the United States immigration station at Baltimore, Md., in accordance with drawings and specifications, copies of which may be obtained from the custodian of the site at Baltimore, Md., or at the Supervising Architect's office.

Elevator plant, No. 2563.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until August 31, 1915, for the installation complete of an elevator plant in the United States immigration station, Baltimore, Md., in accordance with the drawings and specifications, copies of which may be had at Treasury Department.

Lumber and building material, No. 2564.—Sealed proposals will be received, addressed Agent Bureau of Fisheries, L. C. Smith Building, Seattle, Wash., until August 20, 1915, for furnishing lumber and building material to the Bureau of Fisheries at Seattle, Wash. Further particulars may be obtained by addressing agent at above office.

Navy Department supplies, No. 2565.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until August 31, 1915, for the following material. Bidders should make application to the Bureau of Supplies and Accounts, giving the schedule numbers desired: Schedule 8660, outfit for solvent-recovery extension; schedule 8661, nozzle plates and covers, photographic copying apparatus, and diphenylamine; schedule 8662, tinned beets; schedule 8663, cotton handkerchiefs, neckerchiefs, black sewing silk, black cotton socks, and cotton and wool heavyweight undershirts and drawers; schedule 8665, day binoculars, prismatic binoculars, bluejackets, and electrically illuminated stadimeters; schedule 8666, air-pressure gauges; schedule 8677, suction hose, wrought pipe, punches and dies, phosphor bronze wire, flax canvas, sheet tin (tinned plate), and tin sheets (terneplate); schedule 8678, metallic brown in oil, dry, yellow ochre, aluminum powder, and aluminum mixing varnish; schedule 8679, brass pipe, reducing pressure valves, bar brass, sheet brass, strip brass, and pig iron; schedule 8680, cutting, soluble, or cutting compound oil; schedule 8681, crystals, oxalic acid; schedule 8684, portable fire extin-

guishers; schedule 8686, split steel pulleys; and schedule 8687, brass bars. Bids will be opened on September 7, 1915, for the following: Schedule 8656, railroad bolts, spikes, and braces, cast-iron pipe and fittings, steel rails, tee and splice bars, and split switches for 4 feet 8½ inch track; schedule 8657, angle and plate furnaces; schedule 8667, light cotton undershirts; schedule 8668, bituminous and enamel solution; schedule 8669, weatherproof sockets; schedule 8670, attachment plugs, W. T., and tips for W. T. attachment plugs; schedule 8671, globes and prismatic reflectors; schedule 8672, insulating-cotton tape and rubber-insulating tape; schedule 8682, galvanized iron or steel buckets and suction hose, 1½ inches; schedule 8683, pig iron, rough brass, angle, check, and globe valves, cutting compound, and mineral lard and oil; schedule 8685, calcium magnesium chloride; schedule 8688, belt-driven planing machine; schedule 8689, four-shaft counter; and schedule 8691, orange gum shellac. Bids will be opened on September 14, 1915, for the following: Schedule 8658, steel forgings; schedule 8659, turbo-generating D. C. sets; schedule 8664, motors for aeroplanes; schedule 8673, steel-wire rope; schedule 8674, refrigerating machine; schedule 8675, gate valves; and schedule 8690, tinned tomatoes. Bids for schedule 8676, covers for catch basin and white-pine pattern for making castings, will be opened on September 28, 1915.

JAPAN'S WOOLEN TOPS INDUSTRY DECLARED PROMISING.

[Extract from Osaka Mainichi Shinbun, by Consul George N. West, Kobe, July 1.]

The Japan Woolen Thread Co., the only company in Japan engaged solely in the manufacture of tops, has had unexpectedly good business as a result of the European war, and has declared a dividend of 12 per cent. The tops and the serge threads, thread for weaving, and the knitted-goods thread, made from tops, imported in one year, reached 18,000,000 yen (\$8,964,000). Almost all of this amount was formerly imported from Australia, and it was considered that in this country these articles could be manufactured neither by the mousseline companies nor by the cotton spinners. According to the results of the manufacture of top serge thread and other woolen thread by this company, not only are we able, using only our resources and our knowledge, to manufacture an article of splendid quality, but our products need not be one whit inferior to the best quality of Australian tops. This company's tops are being supplied to Japanese mousseline hand-weaving companies and the Nagoya machinery-serge district.

Japanese Tops Supplied Promptly.

While those desiring Australian tops are required to order one year ahead, Japanese tops need be ordered but three months ahead. The Nagoya machinery weavers lately have been using Japanese tops more and more. The only regrettable point is that the total yearly output of the firm does not exceed \$1,500,000, which is merely one-sixth of the tops imported in one year. Still, the demand is tending to increase, but, while factories have been built to meet the demand due to the European war, there is difficulty in getting the necessary machinery.

The company mentioned has joined hands with the Japan Wool Weaving Co. and has decided to encourage the manufacture of wool-weaving machinery in Osaka. More than 10 pieces of machinery have already been made, and they are to be used continuously in wool spinning and weaving.

AMERICAN FIREARMS POPULAR IN COLOMBIA.

[Consul Ross Hazeltine, Cartagena, July 14.]

Arms and ammunition are imported into Colombia through the port of Cartagena to the value of approximately \$20,000 annually. The trade appears to be stationary. Based on the imports through Cartagena, the total import trade for the whole of Colombia may be reckoned at \$60,000 a year. This value, however, does not represent an absolutely correct total. Many firearms are brought in as personal effects, and do not appear in the official statistics.

Import statistics gathered by this consulate for the port of Cartagena show that American arms and ammunition hold first rank, and are making gains at the expense of European competitors. During the fiscal year ended June 30, 1914, the share of the United States was 36.4 per cent of the total, but during the calendar year 1914 this share was increased to 49.3 per cent—practically one-half—of the total. The imports were:

Countries of origin.	Year ended June 30, 1914.	Year ended Dec. 31, 1914.	Countries of origin.	Year ended June 30, 1914.	Year ended Dec. 31, 1914.
United States.....	\$7,167	\$10,213	Spain	\$342	\$212
United Kingdom.....	5,474	4,257	All others	797	139
Germany.....	5,111	5,835			
France	617	143	Total.....	19,508	20,799

The interest taken in hunting and trap shooting is not commensurate with the facilities afforded. In this district there are no gun clubs, and hunting is not popular. Excellent hunting may be had in Colombia, where rabbits, small game, birds, deer, wild boars, and jaguars abound.

Tariff Practically Shuts Out All Except Shotguns.

The import tariff law (No. 117) of 1913 practically shuts out all arms except shotguns. Section 7 of that law (item No. 175) prohibits the entry of artillery pieces, rapid-firing guns, and arms of precision (rifles, carbines, etc.), and item No. 172 places an import duty of \$10 a kilogram (2.20 pounds) on revolvers, automatic pistols, and accessories. Muzzle-loading shotguns (item No. 167) are dutiable at the rate of only \$0.70 a kilogram, and breech-loading guns with accessories pay \$1.50 a kilogram. This brings the import duty on an ordinary shotgun to about \$6. Shotgun shells, loaded (item No. 168) are dutiable at \$0.25 a kilogram, while unloaded shells pay \$0.35. Cartridges, loaded or empty, for revolvers and other arms which are not prohibited entry, are dutiable at \$2 a kilogram. In addition there is a 2 per cent surtax on all imports.

In spite of the prohibitive duty on revolvers and automatic pistols a surprisingly large number of these arms may be found. Most of them are brought in as personal effects, and almost every household possesses a small firearm. Automatic pistols are favored, but their initial cost restricts their sale.

[A list of Cartagena dealers may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. They may be addressed in Spanish and prices should be quoted in American dollars.]

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



For sale by the Superintendent of Documents, Washington, D. C., at \$2.50 per year

No. 190 Washington, D. C., Saturday, August 14 1915

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CONSULAR TRADE CONFERENCES.

Consul Frank Anderson Henry, of Puerto Plata, Dominican Republic, expected to leave his post by the *Iroquois* about July 28, arriving in New York August 3, on 60 days' leave of absence. He can be addressed there care of Hallowell & Henry, 27 Pine Street. Mr. Henry expects to visit Washington soon after his arrival.

Consul Andrew J. McConnico, of Trinidad, British West Indies, took passage on the *Alm* of the Seeburg Line, leaving Trinidad on July 18, and to arrive at Mobile, Ala., about July 30, on 60 days' leave of absence. He will return to Trinidad from New York on the Trinidad liner *Maraval* September 28, 1915.

Consul Willys R. Peck, of Tsingtau, China, expects to leave Tsingtau on October 30, 1915, on 60 days' leave of absence in the United States, going first to his home in Berkeley, Cal., where he will remain until the closing of the Panama-Pacific International Exposition on November 15, 1915, and then to proceed to Washington, D. C.

WAR SURTAX ON CANADIAN LUMBER.

[Consul General R. E. Mansfield, Vancouver, Aug. 2, 1915.]

The central customs authorities at Ottawa have issued instructions that lumber shipped from British Columbia to eastern Canadian points via the United States must pay a war tax of $7\frac{1}{2}$ per cent ad valorem. A big contract for lumber for the Government docks at Toronto was secured some time ago by British Columbia mills. The first consignments on this contract were forwarded by way of the Panama Canal, transshipped at New London, Conn., and were readmitted into Canada without duty, but immediately following the arrival of the first shipments an order was issued that hereafter all lumber shipped from this Province via American ports must pay the war tax. This imposes an extra expense upon purchasers of British Columbia lumber for delivery in eastern Canada, as cargoes of that character can be carried much more cheaply by way of the canal than they can be transported overland. [Lumber is admitted free of duty into Canada, and the tax of $7\frac{1}{2}$ per cent ad valorem is the general war surtax provided for by the Resolutions of Feb. 11, 1915.—B. F. D. C.]

DEPRESSION IN BRITISH COLUMBIA FUR TRADE.

[Consul General R. E. Mansfield, Vancouver, Canada, Aug. 2.]

There is little prospect of any big fur sales in Vancouver this season, and the usual annual influx of fur buyers is noticeably absent. For two or three years prior to the outbreak of war local fur dealers had established a fine business, and several times a year Vancouver was the mecca for fur buyers from many countries. The western fur trade, which had previously been controlled largely from Seattle and other coast cities, was well under the control of local dealers, one sale of fur made here in the fall of 1913 amounting to nearly three-quarters of a million dollars.

With an almost complete absence of demand from Europe, which is the chief market for furs from the costly black fox and glossy beaver to the humble skunk and muskrat, combined with a material decline in the values of the higher priced pelts, the lot of the fur dealer or trapper in the Canadian northwest is not a highly remunerative one at present.

Values Are Low.

The supply is very good, according to reports from the north, which fact may tend to force prices still lower. One local business house which has been doing considerable trade with northern trappers and fur dealers reports that many of the well-known fur traders in northern British Columbia and the Yukon are unable to pay their bills because they have been unable to obtain anything like reasonable prices for their furs.

It is anticipated, however, that there will be a demand for moderate-priced furs in the near future. A prominent dealer in Vancouver has pointed out that when times were good people were willing to pay high prices for the best furs, and that they now require furs having the same artistic effect, but at a very moderate price. Black furs will be much in demand in Europe and elsewhere because of the almost universal mourning. Other furs, like the white fox, musquash, and lynx, will be dyed black to meet the demand.

CONCRETE RESULTS OF TRADE-EXTENSION WORK.

[Consul A. B. Cooke, Patras, Greece, July 6.]

More than a million dollars' worth of American goods was sold in this district during January-June, 1915, as a direct result of the efforts of the Patras consulate. Foreign Trade Opportunities appearing in **COMMERCE REPORTS** and confidential circulars issued by the Bureau of Foreign and Domestic Commerce led to orders for \$843,400 worth of American products; commercial calls made by members of the consular staff resulted in \$44,700 worth of orders; and commercial cards sent to local firms thought to be interested in specific lines added another \$125,525, making a grand total of \$1,013,625 for the first six months of the current year.

Wheat ranked first, with orders aggregating \$665,000; coffee was second, with orders totaling \$118,400; and was followed by lumber and staves, \$88,500; copper sulphate, \$70,000; and rice, \$50,000. Caustic soda, wire, haberdashery, paper cartons as containers for currants, malt for beer brewing, nail wire, and "clipless" paper fasteners were other articles entering into this trade.

DELAYS IN SOUTH AMERICAN MAIL SERVICE.

[Consul General L. J. Keena, Valparaiso, Chile, June 25.]

Mail service between the United States and Chile now averages about four each month by way of the Panama Canal. Average mail time between Valparaiso and New York (from date of mailing to date of delivery) is now about 24 days. The service to and from Chile via Panama is very good, but when letters for Chile are sent via Argentina or letters for Argentina via Chile between June and November extraordinary delays may be experienced.

In former years a mail contract was let by the two Governments which insured the delivery of first-class mail only across the mountains by mule back during the part of the year when the railroad service was suspended. No such contract appears to have been let this year. According to reports from Argentina there are more than 700 sacks of mail on the Argentine side which have been accumulating during the past few weeks. More mail has accumulated on the Argentine side than on the Chilean, because Mendoza, the Argentine terminus of the mountain railroad, is 22 hours by mail train from Buenos Aires, and Los Andes, the Chilean terminus of the mountain railroad, is only some 4 hours by mail train from Valparaiso. There has been less hesitancy and delay, therefore, on the Chilean side in bringing mail back for shipment by sea through the Straits of Magellan.

Valparaiso—Buenos Aires Steamship Service Bad.

The present steamship service between Valparaiso and Buenos Aires is bad. The Pacific Steam Navigation Co. (English) has sailings each way approximately six weeks apart, as compared with a fortnightly service before the war. The Kosmos Line (German) steamers are not in commission now.

Mail communication between Chile and Argentina via the Transandine Railroad can not be counted on, or regarded as safe or reliable in the matter of time, from now on until the end of November, as the operation of that road is entirely dependent on good weather.

Shortly before leaving Buenos Aires I talked with the officers of the newly formed American Commercial Club in regard to the delay in Argentine mail sent via Chile, and it was arranged that they would telegraph the Postmaster General the first time that the Transandine Railroad was blocked, informing him that it would be inadvisable to route mail across the mountains.

MARKET FOR FERTILIZERS IN SPAIN.

[Consul Robertson Honey, Madrid, July 28.]

Madrid periodicals, dealing with agricultural questions, have pointed out, during the past fortnight, that there is need of fertilizers in Spain. It is believed that there is market for American fertilizers in this district. Prices c. i. f. are the most attractive and business will probably not ensue if terms are f. o. b.—the Madrid merchant is accustomed to 90 days in his dealings with exporters. American exporters should be advised to communicate with any or all of the houses on the list forwarded [and obtainable from the Bureau of Foreign and Domestic Commerce—refer to File No. 64428].

PANAMA USING MORE RICE FROM UNITED STATES.

[Consul General Alban G. Snyder, Panama, July 28.]

In Panama, as in many other Latin American countries, rice is extensively used by all classes. Official statistics show imports of rice into Panama, with the principal countries of origin, from 1910 to 1913, in even thousands of dollars, to have been:

Year.	United States.	England.	Germany.	China.	Total.
1910.....	\$7,000	\$110,000	\$203,000	\$18,000	\$338,000
1911.....	23,000	46,000	308,000	15,000	392,000
1912.....	39,000	70,000	195,000	20,000	324,000
1913.....	62,000	32,000	210,000	31,000	335,000

The rice used in Panama is chiefly of two kinds—Siam No. 1 and Saigon No. 1. The shipments that have been received from Germany were of eastern rice, mostly Saigon, imported through Hamburg. While a little American rice has been imported in the past from New Orleans, most of the rice shown as coming from the United States is Siam and Saigon rice from San Francisco.

Packing, Prices, and Terms—Condition of Market.

Siam rice comes in mats of 48 and 96 pounds, Saigon rice in double sacks of 97 and 99 pounds, and American rice in double sacks of 100 pounds. Shipments from San Francisco cost, c. i. f. Panama \$3 to \$3.10 per sack or two mats. While bought at times on account current, the general terms are 60 days, collections being made through one of the well-established banks here or Grace & Co.

Imports from the United States have increased recently, and importers appear to be willing to consider the American market, affording a good opportunity for American rice exporters, provided they can furnish a quality similar to that now generally used. Much depends, however, on just when the American rice crop will be available. The demand begins here in February and runs through June, and sometimes into July. Large importers here seem to have their storerooms packed to their capacity at present.

[Lists of the largest importers of rice at Panama may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Samples of Siam and Saigon rice used in Panama may also be had from these offices. Refer in either case to file No. 64273. COMMERCE REPORTS has previously published articles on American Markets for Rice in Chile, Argentina, and Venezuela, on August 5; Market for American Rice in Paraguay, on July 13; Colombian Rice Market, on June 24; Rice in Costa Rica, on June 7; and the Bahia, Brazil, Rice Market, on April 8.]

HIGH PRICE OF HORSES IN HOLLAND.

[Consul Frank W. Mahin, Amsterdam, Netherlands, July 23.]

A Dutch breeder of horses on a large scale in this district is quoted as saying that since the world began they have never been so high priced. As illustrations, he says that an animal a year and a half old brings as much as 700 florins (\$281) and that a condemned stallion was recently sold for 1,100 florins (\$442). The evident cause of these high prices is the great demand for horses resulting from the present war.

GUAYAQUIL MARKET CONDITIONS FOR JUNE.

[Consul General Frederic W. Goding, Guayaquil, Ecuador, July 10.]

The June bulletin of the Guayaquil Chamber of Commerce states that very little movement has been witnessed in the cacao market during the past month, partly because of the continuance of the former high prices, the shortage of the cacao crop, and, above all, because of the light receipts, especially during the second half of the month. The six months just ended show a shortage of 22,100,000 pounds when compared with the corresponding period last year. The exporters have almost totally abstained from purchasing during the month, the Asociación de Agricultores alone meeting the situation.

From Europe it is learned that the fall in price during May was due to an agreement between the European buyers to abstain from purchasing, thus forcing quotations of which advantage was taken.

The general financial situation is good, and although the cacao crop has been short, the high prices which were paid and which are still in force have compensated for the difference. Bank shares and those of other stock companies have advanced in price, and mortgage bonds, which are the preferred securities, find immediate sale at prices daily advancing. The transactions, however, have been limited, owing to the absence of sellers. The rate of exchange has averaged 228. The exports during June, in pounds, were:

Countries of origin.	Pounds.	Countries of origin.	Pounds.	Countries of origin.	Pounds.
Cacao.....	4,436,170	Coffee.....	189,160	Hides.....	157,837
Chile.....	38,938	Chile.....	189,069	United Kingdom...	53,267
France.....	225,491	Panama.....	101	United States.....	104,570
Spain.....	305,973	Ivory nuts.....	151,649		
Sweden.....	62,241	France.....	100,310		
United Kingdom...	2,610,606	United Kingdom...	51,339		
United States.....	1,192,921	Rubber: United States	7,381		

Prevailing Prices for Products.

The prices per 100 pounds were: Coffee, steady, first grade bringing \$9.21, and second \$8.77; reaction noted in both ivory nuts and rubber, the former being sold at \$0.88, while prices of the latter were \$28.51 for marona, \$24.12 for hojas, and \$8.77 for serrano blanco; hides, price and quantity exported advanced somewhat this month, serranos bringing \$12.28, criollos \$11.40, and picados \$5.70.

The June imports had a total weight of 4,455 tons, but from the several countries only the numbers of packages are available. These were: Chile, 2,897; China, 227; Cuba, 1; France, 1,325; Holland, 48; Italy, 926; Panama, 18; Peru, 1,158; Spain, 2,826; Sweden, 719; United Kingdom, 18,636; United States, 23,743; total number of packages, 52,524.

The volume of trade is satisfactory, representatives of American manufacturers regularly calling here usually for the first time. The greatly improved sanitary conditions have removed all fears of contagion or infection.

Khyber Pass, the trade route from India into Afghanistan, is pictured and described in the new Handbook of India, price \$1, from the Superintendent of Documents, Washington, D. C.

EXPORTS TO UNITED STATES FROM AMSTERDAM.

[Consul Frank W. Mahlin, Amsterdam, Netherlands, July 28.]

The total declared value of the exports from this district to the United States during the first six months of 1915 was \$8,625,449, or a decline of 32 per cent compared with the corresponding period of 1914. The greater part of the decline was in the first quarter, when the total value of the exports was \$3,009,724, which was a drop of 48 per cent, while in the second quarter the decline was less than 20 per cent in comparison with the corresponding period of 1914.

In other words, there was a distinct revival of exports to the United States from this consular district in the second quarter of this year. It still continues, for the value of the exports so far during July is only 3 per cent less than the value for the similar period last year, which, of course, was before the outbreak of war interrupted international commerce. All this seems to indicate that the export trade of this district is resuming its normal volume.

In the number of invoices certified at this consulate, the decline is far greater than in total value. During the first six months of 1914, 3,116 invoices were certified and in the corresponding period this year only 1,636—a decline of nearly 48 per cent, while the value declined only 32 per cent. The decline is 46 per cent in the present month of July in comparison with last July, though the decrease in value is only 3 per cent.

Changes in Exports.

Part of this decrease in number of invoices is due to the fact that the export of several articles sent in large quantities to the United States before the war has now entirely ceased. For instance, rice to the value of \$530,000 was sent to the United States in the first half of 1914; none this year, nor rice flour, of which \$19,000 worth went last year. No vegetables at all have gone this year, while the six months' value last year was \$35,000. No cocoa butter was exported in the second quarter of this year and only \$723 worth in the first quarter, but in the corresponding six months of 1914 \$159,892 worth was sent to the United States. Several minor exports have also disappeared this year.

These various extinctions, large and small, are due to prohibition or discouragement of export by the Netherlands authorities, with the presumed object of conserving the food supplies of this country in the possible event of its becoming involved in the war.

Large decreases in the value of exports during the first six months of this year in comparison with last year have occurred in cheese, cinchona bark, cocoa, hides and skins, kapok, quinine, spices, tea, and tapioca flour. During this year's first six months \$2,327 worth of rubber was sent from Amsterdam to the United States; in the similar period last year \$427,000 worth. The export of tobacco declined from \$3,893,306 last year to \$3,446,636 this year; but all this decrease and more was in this year's first quarter, the second quarter showing an increase of \$600,000 over the similar period of 1914. Polished diamonds declined in export from \$3,786,418 worth during the first half of 1914 to \$2,709,891 worth in the corresponding period this year; about three-fourths of this decline was in this year's first quarter.

A few articles have increased in export this year. Strange to say, antiquities and paintings are among these, though tourists are supposed to be their chief buyers, and tourists are conspicuous only by their absence this year. But the increase is not great—\$3,000 in antiques and \$36,000 in paintings. Chocolate, Haarlem oil, paint, paper, and plants have each increased somewhat. Drugs and chemicals have increased enormously in export (apparently due to the blockade against Germany), advancing from \$5,037 worth in the first half of 1914 to \$229,076 worth this year. Seeds also show great increase this year, the export value being \$357,697 against \$106,293 last year.

All the material changes in comparison with 1914 are due to the war, resulting in dislocation of international communication, changes in sources of supply, scarcity of particular products for commercial transactions, prohibition of export of various articles, etc.

NATIONAL EMPLOYMENT COMMISSION IN CHINA.

[National Review, Shanghai, July 17.]

On Friday the National Employment Commission was inaugurated with Mr. Tang Ching as chairman. The office and the place of meeting of the Commission is in the State Department, Peking, and all the delegates of the Commission were present. Two delegates have been appointed to draft a set of detailed regulations.

After the inauguration of the National Employment Commission a meeting was held among the delegates, when the following measures were agreed to: (1) To investigate the financial situation in the Provinces and assist in establishing financial organs to encourage business; (2) to ascertain if the number of factories in each Province or locality can be increased or their scope extended; (3) to report on the present condition of various kinds of manufactures and to arrange to introduce improved methods for them; (4) to estimate the number of unemployed in each Province and to provide suitable employment for them; (5) to establish half-day schools for the poor in each school district; (6) to reclaim Government waste lands in the Provinces; (7) to inquire into the condition of native products with a view to making improvements in their growth or production; and (8) to organize an association in every Province for disseminating new commercial and industrial knowledge to the people.

California Fruit Tree Insured for \$30,000.

[July, 1915, bulletin of the California Development Board.]

Whittier, in Los Angeles County, can perhaps claim the most valuable fruit tree in California. It is an avocado (alligator pear) and is insured against wind and fire by Lloyd's, of London, to the amount of \$30,000. This tree last year produced 3,000 pears, which averaged the grower 50 cents each; it also produced \$1,500 worth of bud wood, making a total production of \$3,000 for the year.

"Commercial Travelers" forms one of the chapters in the new 640-page Handbook of India, accompanied by a folding map showing railways, cities, etc.; price \$1 from the Superintendent of Documents, Washington, D. C.

CUBA'S IMPORTATIONS OF AMERICAN SHOES.

[Consular Agent Dean R. Wood, Nuevitas, Cuba, July 14.]

The manufacturers and exporters of shoes in the United States can review their foreign trade with great satisfaction, as American shoes are considered in many parts of the world the very best, and in certain countries they control the market. A few years ago the statement was made that American manufacturers of these goods would not conform to the needs of the country or countries to which the shoes were to be exported, but this does not now apply, as no complaints of this nature are being received.

Importations of shoes into Cuba for the fiscal year 1913-14 were: Total importations of men's shoes into Cuba, 926,702 pairs, valued at \$1,861,283; from the United States, 641,140 pairs, valued at \$1,288,673; total importations of women's shoes into Cuba, 1,898,765 pairs, valued at \$1,812,384; from the United States, 1,645,398 pairs, valued at \$1,612,144; total importations of children's shoes into Cuba, 1,184,649 pairs, valued at \$576,014; from the United States, 973,152 pairs, valued at \$498,123. Of a total of 4,010,116 pairs of shoes, valued at \$4,249,681, 3,259,690 pairs, valued at \$3,398,940, came from the United States, or about 80 per cent.

Invoices Should Be in Correct Form.

Some years ago many of the shoe exporters in the United States were somewhat careless about one important part of their export trade—the making out of export invoices. It is not sufficient for American exporters of shoes to trust entirely to the good quality of their goods; there are other items which require attention. In the last few years certain exporters of shoes in the United States have given careful attention to the correct making of their invoices, but a few others, even some who enjoy a prosperous export trade, have not given proper attention to these items, which may appear of little importance to the shipper, but of considerable importance to the customhouse broker who clears the goods in the foreign customhouse.

Many manufacturers of shoes in the United States are now eagerly reaching for export trade, competition is becoming more keen, and those who lag behind will find that their competitors' goods are receiving the preference.

With importations of shoes into Cuba all the boxes are opened, the number of pairs counted one by one carefully, and the broker as well as the customhouse appraiser must be satisfied that shipment is complete and no goods lacking. These instructions may be useful to exporters of shoes in the United States who wish to enter the Cuban trade or increase the trade they already have:

1. Ship on through bill of lading when possible.
2. Mark and number boxes distinctly.
3. In the invoice, give contents of each box separately and distinctly. Do not invoice as being in a certain box when goods are actually in some other box.
4. Give gross and net weight of boxes.
5. Give reference mark and sizes.
6. Invoices for shipments of shoes to Cuba had best be made in Spanish.
7. Send at least three copies of the invoice. Two are required for the customhouse and one copy for the purchaser of the goods.

8. Bill of lading must be signed by the Cuban consul or a fine will be placed on the goods.

9. Send shipping documents promptly. Only five days are allowed in which to make the customhouse entry, and if not done within five days, storage charges are placed on the goods.

10. If any other goods than shoes are shipped, give net weight of these other goods. If any advertising matter without any commercial value is shipped, it is best to give in the invoice the net weight of this advertising material. State in invoice "advertising material; no commercial value."

Customs Duties Levied in Three Classes.

Shoes in the customhouse in Cuba are divided into three classes, which pay duty as follows when imported from the United States:

Class No. 1, men's shoes, including No. 5, which pay duty at the rate of \$0.1365 per pair plus 9.1 per cent ad valorem on the value.

Class No. 2, women's and misses' shoes and boys' shoes, which pay duty at the rate of \$0.091 per pair plus 9.1 per cent ad valorem.

Class No. 3, children's shoes, which pay duty at the rate of \$0.0455 per pair plus 9.1 per cent ad valorem.

If any of the shoe exporters in the United States are in doubt about the proper form of their invoices or desire to improve the service, they may send copies of their invoices to this consular agency and they will be corrected and returned and such suggestions given as may tend to improve the service.

DATE CROPS OF BAGDAD AND BASSORAH.

[Consul Charles F. Brissel, Bagdad, Turkey, June 10.]

During 1914 the date harvest in and around Bagdad was good, in fact better than the average, but in the absence of a foreign market—the exportation of foodstuffs from this district being prohibited—prices ruled low, and there were no general sales as in other years. The prospects for the 1915 crop in the vicinity of Bagdad are for a diminished yield, due to lack of labor and an apparent lack of a market. However, the crop could not be classed as "poor," and it is expected that local dealers will be well supplied with fruit.

Practically all of the dates shipped from Turkish Arabia are collected, prepared, and exported from Bassorah. It was reported that the Bassorah yield for 1914 was good, but owing to interruption to communication no information has been received in Bagdad as to the crop for 1915. This consulate has received a letter from the New York office of an American date-exporting firm in Bassorah, stating that it sent two shiploads of dates from the latter city to the United States, but no mention is made of the quantity shipped nor is any information given as to prices.

Big Income from California Dried Fruit.

An expert fruit packer estimates that the dried fruit yield of California for 1915 will reach a value of \$22,500,000. He estimates that the State will produce 70,000,000 pounds of dried peaches, 40,000,000 pounds of apricots, 130,000,000 pounds of prunes, and 30,000,000 pounds of raisins.

AZOREAN TRADE NOTES.

[Consul Walter H. Schulz, St. Michaels, Azores, July 27.]

Electric Plant Dividend—New Flour Mill.

The \$40,000 electric plant at Horta, Fayal, after four years' operation, declared its first dividend (7 per cent) in 1914.

A \$9,000 flour mill has been opened at Horta. The machinery was imported from Spain.

American Goods—High-Priced Coal.

The principal American imports at Fayal in 1914 were launches, soaps, toilet articles, stoves, petroleum, agricultural implements, cotton goods, cordage, lumber, tobacco, automobiles, coal, and hardware.

Fourteen American low-priced automobiles maintain a "jitney" service at Fayal, where there are no railroads, street cars, or telephones. The first popular-priced American motor car was imported four years ago.

Coal is selling at St. Michaels at 53 shillings (\$12.90) a ton.

Foreign Trade Changes.

Statistics show that the Azores are buying goods in Portugal in increasing quantities as a result of the war. In 1913 the imports at Fayal, from Portugal, were valued at \$248,410; in 1914 goods valued at \$293,257 were imported. All other countries show a loss in trade with the island. The principal increases in the trade with Portugal were in cotton goods, \$44,378, as compared with \$6,253 of the year before; sugar, \$32,986, as compared with \$1,114. There were also small increases in leather and iron imports.

German goods receded, principally in cotton goods, \$2,428, as compared with \$4,153 in 1913; glassware, \$644, as compared with \$2,257.

Great Britain's trade with Fayal declined from \$100,241 in 1913 to \$89,484 in 1914. There were increased importations of iron, but market losses in the following lines: Coal, \$16,522, as compared with \$60,605; cotton goods, \$9,209, as compared with \$5,734; sugar, \$2,469, as compared with \$2,469.

United States trade with Fayal was reduced by half. Important losses in lumber, petroleum, machinery, and iron are noted. Cotton goods valued at \$7,416 were imported, as compared with \$8,449 in 1913; hardware, \$1,015, as compared with \$381 (an increase); iron, \$1,160 in 1913, none in 1914; lumber \$16,601 in 1913, in 1914 only \$62; machinery in 1913, \$60.64, in 1914 only \$108; petroleum in 1913, over \$8,000, in the following year \$5,095.

Fayal Exports—Terceira Embroidery Exports.

Fayal exports in 1914 declined from \$106,507 in 1913 to \$81,944 in 1914. Corn, cattle, and hides showed big declines. Ninety per cent of the island's exports are taken by Portugal and St. Michael's. There are no industries. The people are largely engaged in agriculture, dairying, and cattle raising. The island is 6 miles long and 4 miles wide and has a population of 20,268. It is best known to the shipping world as a coaling station.

Imitation Madeira embroideries and laces are exported from Terceira, the second largest island in the Azores. From \$40,000 to \$50,000 worth of these articles are usually exported to the United States each year, but in 1914 the exports dropped to \$19,000. As the makers depend upon Germany for their raw material, a market no longer open to them, the industry is at present at a standstill.

COMMERCIAL NOTES FROM JAPAN.

[Extract from Japan Chronicle, by Consul George N. West, Kobe, July 9.]

State Aid in Producing Chemicals.

In view of the paralyzing effect on Japanese industry of the stoppage of imports of chemicals by the war, the Home Department has been making chemicals on an elaborate scale at the Government hygienic laboratories in Tokyo and Osaka, with satisfactory results, it is now announced. Chemicals of as good quality as those imported, it has thus far been proved by experiment, can be manufactured in Japan, including hydrochloric, salicylic, carbolic, and sulphuric acids, morphine, atropine, bromine, and bismuth. The preparation of these chemicals is to be undertaken privately, with the help of a State subvention, on the lines recommended by the Government laboratories.

Japan's Output of Cotton Yarn Smaller.

According to the investigations made by the Cotton Spinning Guild, the production of cotton yarn in Japan last month amounted to 137,693 bales, showing a decrease of 3,174½ bales from the quantity recorded for the preceding month and of 8,913 bales as compared with the figures for the corresponding month of last year.

Increased Freights on American Cotton.

Between steamship companies maintaining North American service and importers of American cotton negotiations have been proceeding in regard to an increase of freights on American cotton. The Mainichi states that it has now been agreed to increase the freight from \$1.40 per bale to \$1.50 on condition that steamship companies should increase the proportion of hold space in each steamer reserved for carrying cotton.

Steamers to Run to New York by Way of Panama.

In connection with the report of the Yomiuri that the Nippon Yusen Kaisha had it under contemplation regularly to send six of its steamers now on the European run round to New York, in order to carry Japan cargo from eastern American ports by way of Panama, the Asahi learns that on the return home of the Tsushima-maru, Toyooka-maru, Takata-maru, Toyohashi-maru, Tokuyama-maru, and Toyama-maru, each of 7,500 tons, now temporarily on the European run, which on the return voyage are bound to New York and Philadelphia to take on board petroleum, these steamers will be permanently placed on the New York run by way of Panama. The steamers will ply between Manila, Hongkong, Shanghai, Kobe, Yokohama, Panama, New Orleans, and New York.

Revived Activity in Porcelain.

A Nagoya dispatch says that orders for porcelain have begun to arrive in fairly large quantities from Great Britain, France, the United States, and Russia, mainly for Christmas. There is also every indication that orders from India, Australia, and the South Seas will gradually increase.

Through the good offices of the Fort Erie consulate an important drug and chemical company in that district, with a corps of 60 traveling salesmen covering every part of the Dominion, has taken the Canadian agency for an American brand of fumigating candles.

BRITISH MARKET FOR AMERICAN PENCIL SLATS.

[Consul General Robert P. Skinner, London, July 23.]

Pencil manufacturers of the United Kingdom, with the exception of several American companies that have branch factories in this country, use what is known as Florida cedar (*Juniperus virginiana* or *Juniperus barbadensis*) almost entirely in the manufacture of lead pencils. While it is understood that this wood was originally obtained from the State mentioned, it is said that "Florida cedar" is now imported from Arkansas.

One of the leading British pencil manufacturers has stated that a market in this country can easily be created for California incense cedar (*Libocedrus decurrens*) or, as it is more commonly known, California red cedar. Up to the present time British manufacturers have not made a point of obtaining this wood, but it is stated that those American firms having factories in Great Britain supply California incense cedar to their branch plants.

Direct Imports—Few Logs Brought In.

Importations of pencil slats are made direct by local manufacturers through American exporters and not through brokers. Manufacturers in this country state that a case of sample slats is always desired before an order is given, and it is usual for quotations to be given c. i. f. British port and for payment to be made within 30 days after receipt of goods.

So far as the pencil industry is concerned, there are few, if any, cedar logs brought to this country for cutting, and it is believed that the market is better for the slats cut and stained and packed in cases of 100 gross lots. British manufacturers are using 6-ply machines.

[The addresses of five pencil manufacturers in England are obtainable upon request from the Bureau of Foreign and Domestic Commerce or its branch offices.]

SUBSTITUTE WOODS FOR PENCIL MANUFACTURE.

In an article contributed to the American Lumberman by H. S. Sackett, Chief of the Office of Wood Utilization, United States Forest Service, the efforts of that branch of the Government to find suitable woods to take the place of the customary red cedar for pencil manufacture were thus outlined:

Two main causes prompted the Forest Service early in 1910 to investigate the possibility of using woods other than red cedar (*Juniperus virginiana*) and southern red juniper (*Juniperus barbadensis*) in the manufacture of pencils. (These two woods have but slightly different botanical characteristics and commercially have always been considered as the same wood, both being called red cedar. The first cause was the growing scarcity of these woods and the second the fact that there were many trees in the National Forests, now little used, whose physical and mechanical properties seemed to fit them for pencil making. The work was carried on cooperatively between three of the leading pencil manufacturers, one pencil-slat manufacturer, and the Forest Service. The Service furnished the material and the manufacturers made the pencils and reported on the suitability of each wood. In the case of the pencil-slat manufacturer, however, the material was cut into slats and sent to Germany, where it was made into pencils and its suitability reported on by a foreign manufacturer. Following is a brief description of the range and available supply of the various woods which were tested by the manufacturers to determine their suitability for pencils:

ROCKY MOUNTAIN RED CEDAR (*Juniperus scopulorum*).—The Rocky Mountain red cedar is one of the most important of the *Juniperus* family and is found over much of the Rocky Mountain region. It grows scatteringly at an elevation of more than 5,000 feet and often reaches a height of 30 to 40 feet. It has a short, stout trunk, sometimes 3 feet in diameter, often divided near the ground into a number of stout, spreading stems. It is estimated that there are about 800,000,000 board feet of this wood on the National Forests in its range, with even a greater amount on lands not included under the supervision of the Forest Service.

BIGTREE (*Sequoia washingtoniana*).—Although the largest tree in America, the Bigtree is exceedingly restricted in its range. In fact, it may almost be said that the number of individual trees is known. It is found in a few isolated groves in the western Sierra Nevadas in California at altitudes from 5,000 to 8,000 feet. The tree is similar in its growth to the redwood, though larger in its height and diameter dimensions. Some of the finest groves belong to the United States Government, but many are privately owned. A close estimate of the present stand has not been made, but it is probable that it is not over 500,000,000 board feet.

PORT ORFORD CEDAR (*Chamaecyparis lawsoniana*).—This tree is found in southwestern Oregon and northwestern California, scattered over a region of about 10,000 square miles. The bulk of the commercial timber, however, is grouped in a small area of 300 or 400 square miles, chiefly in Oregon. It appears scattered in small groves, has a clean trunk, and often reaches a height of 200 feet, and occasionally a diameter of 12 feet above its abruptly enlarged base. The tree is usually cut into lumber and contains a large amount of clear material. Estimates of its stand place it at more than 4,000,000,000 board feet, 500,000,000 board feet alone being on the Siskiyou National Forest.

REDWOOD (*Sequoia sempervirens*).—The redwood belt extends along the coast in a strip 10 to 30 miles wide and 500 miles long from southern Oregon to central California. The tree attains a height of 200 to 280 feet, and occasionally over 300 feet, with a diameter of 6 to 10 feet, and occasionally 15 feet. Its trunk is usually clean almost to the top and the tree contains a large amount of clear material. The estimates of its merchantable stand vary, but there may be as much as 100,000,000,000 board feet still standing.

Western Woods.

ALLIGATOR JUNIPER (*Juniperus pachyphloea*).—The alligator juniper is the most abundant and largest juniper of the mountains of western Texas, New Mexico, and Arizona. It attains a height of 25 to 45 feet and a trunk diameter sometimes as much as 4 feet. Its stem is usually short and limby, though it often contains much clear material. There are over 3,000,000,000 board feet scattered throughout the national forests in Arizona and New Mexico, and probably as much more on private land.

ONE-SEED JUNIPER (*Juniperus monosperma*).—The one-seed juniper is somewhat restricted and ranges through parts of Colorado, New Mexico, Arizona, Utah, and Texas. It occasionally reaches a height of 40 to 50 feet and has a stout trunk branching close to the ground. It is found usually at an altitude of 5,000 to 6,000 feet and attains its best development in northern Arizona. There are probably 500,000,000 board feet available on the national forests in its range, with an equal amount on private land.

Western Juniper (*Juniperus occidentalis*).—The western juniper is found in Idaho, eastern Oregon, through the Cascades and Sierras to southern California. It occasionally reaches 60 feet in height, but more often scarcely exceeds 20 feet, with a short, thick trunk 2 feet in diameter. It branches profusely and on this account does not contain a large amount of clear material. Estimates show a stand of about 150,000,000 board feet on the National Forests in California and Oregon. There is doubtless an even larger amount than this on other lands not included.

Western Red Cedar (*Thuja plicata*).—The western red cedar is found from northern California to Alaska, and east as far as Idaho and Montana, with Washington its center of production. It often reaches a height of 200 feet, with a broad, tapering base sometimes 12 feet in diameter. An estimate of its stand made by the Forest Service in 1909 places the amount at 100,000,000,000 board feet.

Incense Cedar (*Libocedrus decurrens*).—The incense cedar is found in central and northern California, on the western slope of the Sierra Nevada Moun-

tains, in southern Oregon, and western Nevada. It occasionally reaches a height of 150 feet, with a diameter of 7 feet at the base. It has very much taper and on this account is not an ideal wood for saw logs. The tree contains much clear material, however, from which pencil slats could be made. There are approximately 6,000,000,000 board feet of this timber on the National Forests in California and Oregon; doubtless much more on private land.

Western White Pine (Pinus monticola).—The commercial range of the western white pine lies in California, Idaho, Montana, Oregon, and Washington. The largest cut is in Idaho, with Washington and Montana following. It often reaches 100 feet in height and occasionally 150 feet, with a trunk 3 to 5 feet, and sometimes more, in diameter. It usually has a clean stem and contains much clear material. The tree seldom grows in pure stands and usually forms a low percentage of the forest in which it is found. Estimates of the available supply have not been carefully made, but it is probable that there are more than 10,000,000,000 board feet still standing.

Yellow Cedar (Chamaecyparis nootkatensis).—The yellow cedar is found for a thousand miles along the Pacific coast and the adjacent islands from Oregon to Alaska. It frequently reaches 120 feet in height, with a tall trunk 5 to 6 feet in diameter. No estimates of its stand are available, but it is well understood that the amount is large. On one National Forest alone, the Snoqualmies, in Washington, there is a stand of over 100,000,000 board feet.

Results of Tests.

The results of the tests made with these woods, so far as they can be stated in figures and using red cedar as the standard, were:

Pencil qualities.	Red cedar (standard).	Rocky Mountain red cedar.	Bigtree.	Port Orford cedar.	Redwood.	Alligator juniper.	One-seed juniper.	Western juniper.	Western red cedar.	Incense cedar.	Western white pine.	Yellow cedar.
Whittling—												
Grain	30	25	25	25	20	20	20	20	15	15	15	15
Softness	20	18	18	10	18	12	10	15	12	15	10	10
Brittleness	15	15	15	15	15	15	15	15	15	10	10	8
Color	10	10	10	10	10	10	10	10	5	5	3	3
Polish	10	10	9	10	5	10	10	8	3	3	2	2
Nonresinous	5	5	5	4	5	5	5	5	5	4	4	4
Odor	5	5	5	5	5	5	5	5	5	5	2	2
Weight	5	5	5	5	5	4	4	5	5	5	5	5
Total	100	93	92	84	83	81	79	73	65	62	51	49

Standard Slats—Output.

The raw material for a pencil is known as a pencil slat and is $7\frac{1}{4}$ by $2\frac{1}{2}$ by $\frac{1}{4}$ inches. These slats are shipped in bundles or crates to the pencil manufacturers. A crate is a sufficient amount of raw material to make 100 gross of pencils. The manufacturers formerly required all slats to be $2\frac{1}{2}$ inches wide (a dimension which makes six half pencils), but owing to the scarcity of the material now they are glad to take a large amount of the slats in narrower widths, in some cases wide enough to make but two half pencils instead of six. The slats are separated into three grades, the first grade being dark red and entirely clear, and used for the highest grade of pencils. So accustomed has the pencil-using public become to this characteristic dark-red color that efforts are now being made to dye woods which are otherwise suitable for pencil manufacture but which have been rejected because of their light color.

According to reports there are produced in this country annually about 80,000 cases of pencil slats. Since one case contains sufficient

material to make 100 gross of pencils, it is seen that there is an annual manufacture of over 1,000,000,000 pencils from American-grown cedar. One-fourth of the slats are sent abroad, so the domestic production is about 750,000,000, or over eight pencils to every person in the United States. There are also shipped abroad annually several million feet of cedar logs, much of which finds its way into pencil manufacture. Considering also the use of African cedar and treated woods, it is probable that the world production of pencils is close to 2,000,000,000 annually.

AMERICAN GOODS IN EAST SCOTLAND.

[Consul Rufus Fleming, Edinburgh, July 26.]

In the first six months of the current year the consumption of American goods in this district was larger than in the corresponding period of 1914. This statement applies not only to grain and provisions, but also to iron and steel products and general merchandise, including steel and iron billets, glass and glassware, barbed wire, wire rods, iron pipes, bolts and nuts, baling hoop, wire nails, shafting bars, carpenters' and plasterers' tools, lawn mowers, padlocks and latches, pliers, clocks and watches, woodenware, lumber, agricultural machinery, binder twine, paraffin wax, pitch-pine timber, cottonseed oil, lubricating oil, staves, soap, and canned goods.

In the past price has been the determining factor in most sales of this line. For instance, there used to be a great sale of American padlocks in this part of Scotland, but cheaper and inferior padlocks came into the market and cut the American product out. Now American padlocks have resumed their place in the market and, it is thought, will permanently retain a strong position.

In textile lines there has been a fairly large demand for American hosiery (cotton and cotton and wool).

The sales of American motor trucks have been heavy, and American motor cars of the cheaper types have also sold well, although slow deliveries have interfered considerably with the trade. Anything in the motor line is now much sought after by local dealers. Present conditions should enable American manufacturers to extend their business here, as their products are giving entire satisfaction. Moderate prices make the cars and trucks salable, and it is considered certain that, even after the war, the American companies will have a firm hold on the market.

On account of the shortage of horses and of labor in the agricultural districts, farmers are looking earnestly for motor cultivating machinery which will prove satisfactory. It seems to be a good opportunity for American manufacturers of motor plows to introduce their machines. There have been a number of sales recently of English-made motor plows in this district and in the county of Fife. It is suggested that American makers, who are believed to excel in this particular machine, would find it to their advantage to give careful attention to the demand in Scotland. The plow adapted to agricultural uses here is one that cuts either one or two furrows from 7 to 9 inches in depth.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Glass letters, No. 17940.—A firm in Denmark informs an American consular officer that it desires to purchase gold convex glass letters suitable for use on windows and signs. Correspondence may be in English.

Machinery, etc., No. 17941.—The commercial attaché of the Department of Commerce in China has transmitted a report relative to a possible market for the sale of machinery to be used in a tannery, a shoe factory, and a cane-sugar mill. A copy of his report may be had on application to the Bureau or its branch offices.

Window glass, chemicals, iron, and steel, No. 17942.—An American consular officer in the Netherlands reports that a firm in his district wishes to purchase on its own account chemical products, window glass, and iron and steel. The firm will pay cash against shipping documents in the foreign country. Correspondence may be in English. References are given.

Emery wheel, No. 17943.—A business man in Russia informs the commercial attaché of the Department of Commerce that he desires to represent American manufacturers and exporters of emery wheels.

Construction material, No. 17944.—The Bureau is in receipt of a letter from a firm in the Near East stating that it is interested in the importation of nails, steel joists, etc. The firm states that it will open confirmed credit with a New York City bank.

Bicycles, etc., No. 17945.—An American consular officer in the Netherlands writes that a business man in that country wishes to purchase bicycles and parts, and parts of automobiles. He desires to purchase on his own account or act as agent. Correspondence may be in English. References are given.

Case hoops, No. 17946.—The Bureau is in receipt of a letter from a firm in England, which desires to receive the names and addresses of American manufacturers of case hoops in sizes three-fourths inch and seven-eighths inch by about 29-gauge thick.

Feldspar, No. 17947.—A business man in Canada has requested the Department of Commerce to supply the names and addresses of American importers of lump feldspar carrying a high grade of potash; also feldspar suitable for the pottery trade.

Soap material, chemicals, etc., No. 17948.—An American consular officer in the Netherlands advises that a business man in that country wishes to represent American firms, partly on his own account and partly as agent, for the sale of chemicals, oils, and materials for making soaps, etc. Cash will be paid against shipping documents. Correspondence may be in English. References are given.

Machinery, No. 17949.—The Department of Commerce is in receipt of a letter from a business man, who is visiting in the United States, stating that he desires to erect a modern plant for manufacturing sugar in Turkey. He desires to receive the names and addresses of firms which are in a position to supply machinery and necessary equipment for such a plant.

Machinery, No. 17950.—The Department of Commerce is in receipt of a letter from a business man in Cuba asking for the names and addresses of manufacturers of machinery to be used in making starch of cassava and potatoes.

Cotton piece goods, No. 17951.—An American consular officer in Burma has transmitted a report relative to an opportunity for the sale of cotton piece goods in that country. A copy of his report may be had on application to the bureau or its branch offices. A detailed report relative to the cotton goods market in that country has recently been published in **COMMERCE REPORTS**.

Iron and steel products, No. 17952.—A business man in Portugal has supplied an American consular officer with specifications for mild steel plates, angles, bars, etc. The man desires to receive cable quotations on these commodities. The specifications, etc., may be had on application to the bureau or its branch offices.

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1915

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PORT FACILITIES IN FRANCE.

[Cablegram from Consul General A. Gaulin, Marseille, Aug. 15.]

Improvement of port conditions at Marseille continues; 11 ships outside harbor to-day.

ADDITIONS TO EMBARGO LIST OF NORWAY.

[Telegram from American consulate, Christiania, received Aug. 2, 1915.]

Norway embargoes cotton waste, cotton wadding, cotton yarn and thread of cotton, woven cotton goods except curtains, knitted cotton underwear, alum, and nickel sulphate.

PATENT MEDICINE REGULATIONS IN CUBA.

[Telegram from American minister, Habana, received Aug. 12, 1915.]

A suspension until September 10, 1917, has been granted regarding the patent medicine formula required by law. [The minister's telegram refers to the provision for the disclosure of patent medicine formulas, in article 46(a) of the Cuban patent medicine regulations of 1913, contained in Foreign Tariff Notes No. 11, pp. 141 and 142.]

RESTRICTIONS ON PATENT MEDICINES IN GUATEMALA.

[El Guatemalteco, July 17, 1915.]

Notice has been given that beginning September 25, 1915, the provisions of Decree No. 621 of 1902 concerning the sale of patent medicines in Guatemala will be strictly enforced. This decree provides that no pharmaceutical preparation of unknown composition shall be sold until after it has been examined and approved by the Managing Board of the Faculty of Medicine and Pharmacy (Junta Directiva de la Facultad). A list of remedies of secret composition the importation of which is authorized will be kept by the customhouses and all others excluded. Another article of the original decree provides for the confiscation of drugs and medicines imported by others than those conducting legally recognized pharmacies or similar establishments.

BUREAU OF STANDARDS UMPIRE IN MOLASSES CASE.

The success with which the Bureau of Standards of the United States Department of Commerce has settled a controversy arising from the importation of so-called Cuban molasses, it is believed, will result in the prescribing and establishing of methods of testing which will eliminate the greatest drawback to the commerce in this article.

A Philadelphia distilling company purchased a shipment of the product, but was unable to agree with the importing company as to the total sugar content, which is the accepted basis of payment. The two parties to the transaction found difficulty in securing a satisfactory chemist for the umpire work, and in fact the Bureau of Standards was informed by one of the companies involved that no two chemists seemed to be able to arrive at a like result. At the suggestion of the Philadelphia customhouse the distilling company appealed to the Bureau of Standards to make a test of the molasses in this cargo, and the decision of the bureau was later announced.

The Philadelphia concern, in expressing its satisfaction when the umpire was selected, stated that the opportunity to refer the matter to the Bureau of Standards offered a fair basis for settlement, and later the importing company, after citing the fact that while the result showed 2 per cent less than an experienced molasses analyst had made it, said: "We, of course, bow to your result, being as it is the impartial verdict of an authority over which there is no higher."

Following the action in this case, the test sample from a second importation in which the bureau will act as referee for the buyer and the seller has already been received.

The use of the so-called Cuban molasses for road making, distilling purposes, cattle feeding, etc., is steadily increasing, emphasizing the importance of the action taken in the case mentioned. Only a few years ago this by-product was in many instances thrown into the sea in order to get it out of the way. It is now being shipped to the United States, where it pays an ad valorem rate of 20 per cent.

COLD-STORAGE FACILITIES IN FLORENCE DISTRICT.

[Consul F. T. F. Dumont, Florence, Italy, July 21.]

Since the entry of Italy into the war prices for beef have risen enormously. It is estimated that with the increase in men in the army and navy and the necessity of providing regular rations for them 500,000 head of cattle per year must be imported. This can only be refrigerated beef, since neighboring countries can spare no live cattle.

While the Italian Government has requisitioned one floor of the cold-storage plant of the Societa Tosco Frigorifera, of Florence, the company has a second floor, completed except as to lining and installation of pipes. This floor, with 1,300 cubic yards capacity, is open to lease. The building has been arranged to permit the addition of two other stories with 2,600 cubic yards additional capacity. Florence, with 250,000 inhabitants, consumes some 32,000,000 pounds of meat per year, and the above is the only cold-storage plant in a district of some 4,000,000 inhabitants.

PRODUCTION OF PITCH AND TAR IN RUSSIA.

[Commercial Attaché Henry D. Baker, Petrograd.]

The production of wood pitch and tar is a highly important industry of the timber districts of Russia. A large quantity of such substances is not only used for home consumption in Russia but is also exported to foreign markets. England alone takes over 100,000 barrels yearly of Russian pitch and tar. In normal times pitch is exported chiefly to England from Archangel, where it is one of the principal articles of trade, while turpentine has been shipped to Germany from the Baltic ports and overland. In recent years in western Russia, especially near the Vistula River, large quantities of pitch and turpentine have been distilled from the stumps left after the clearance of woods, this having been in great demand in Germany on account of its good quality and low price. It has been estimated that the Russian forests produce yearly about 124,000,000 pounds of pure pitch, 62,000,000 pounds of tar, 5,400,000 pounds of resin, and 2,160,000 pounds of turpentine.

Up to the present time the operating methods employed in this industry have been, for the most part, of a primitive character, and carried on in small establishments, where the owner is at the same time workman and salesman. There are few of these establishments with an output of over \$10,000 per year.

Pine wood is almost the only material used, the most resinous parts being the stump and roots. To facilitate the uprooting and increase the resinous quality by decomposition the stumps are allowed to remain 10 or 20 years in the ground before removal, the best parts of the tree being the long vertical roots. The roots are dried in the air or in special drying rooms, as the products are not of such good quality when damp material is used. When using the trunks of trees the distillers select the parts that are accidentally filled with resin, especially where fungus has injured the tree and produced a mass of resinous matter.

Methods of Making Tar—"Half-Pitch."

In making tar, the method of distillation ordinarily in vogue requires the digging of pits from 10 to 60 feet in diameter, similar to those that are made for burning charcoal. They are usually dug on the slopes of river banks. About 20 to 30 feet from the pit an excavation is made in the form of a ditch, the bottom of which is on a lower level than that of the pit. From this excavation a sloping trough is pushed into the center of the pit, a hole being made in the middle of the latter leading straight into the trough, and in this manner a funnel is made for the pit, the product flowing through it into pails. There is a tendency, however, for improved methods to be adopted, and simple but fairly efficient apparatus to be used.

There is a large production of what is called "polovinchik" (half-pitch), which is used as a dressing or greasing material for leather, this being the result of distillation of tar mixed with some birch or aspen bark.

A prospectus is being drawn up for a new bank in Maracaibo, reports Consul George K. Donald, of that Venezuelan city. It is intended that the new bank shall issue bills of 10 bolivars (\$1.93). A capital of \$100,000 is proposed.

MARKET SURVEY DEVELOPS DAILY NEWS SERVICE.

A preliminary trial of the practicability of a daily market news service is being conducted by the Office of Markets and Rural Organization of the Department of Agriculture as a part of the work of survey in the domain of distribution connected with some of the important crops of the country. It has not been made a permanent feature of the activities of that branch of the Government service, but even in the experimental stage it has developed a form of organization that is reaching out into all sections of the country and collecting the facts and figures that are promptly combined and made available by telegraph and mail for those who may be interested in raising or marketing the particular products that for the time being are in their active season.

Evidence of the thoroughness with which the plan is being tried out is furnished by the six telegraph wires that run direct to the headquarters of the Office of Markets in Washington and are ticking away as the messages come from the agents or correspondents of the department stationed at various points in the country, and whose information is supplemented by accurate reports from the transportation companies as to the shipments that are being made.

Reports Made for Four Different Crops.

During the present summer four different crops have been made the subject of this system of reports. The first of these was the strawberry crop, the second tomatoes, third cantaloupes, and fourth peaches. Work on the last two of these is still under way. In explaining the value of the survey, a recent publication of the Department of Agriculture says:

Under our present system of marketing food products the consumer seldom receives any material benefit from the production of an unusually large crop. While our distributing system seems fairly satisfactory as long as products are handled in car lots, its functions are not properly performed when unusually large quantities of food products have accumulated in the larger markets and need to be passed on to the consumer.

• Wholesale prices are often so depressed as to be ruinous to the producer, while the consumer who buys in small quantities realizes little reduction in price. In other words, our present methods do not give to the consumer the benefits of the unusually low prices which producers receive in seasons of abnormal production.

Apparently the situation is aggravated by the accumulation of great quantities of food products at large cities for redistribution to many smaller markets, each of which consumes full car lots and which probably could be served more economically were its shipments received direct from the regions of production. At this point the work in market surveys merges with the work to be undertaken in studying the practicability and costs of a market news service designed to promote a better distribution of perishable crops. The marketing methods used in large cities are being investigated and studies are being made of the current market quotations, which in certain commodities have been reported to the Office of Markets and Rural Organization daily. These data are being used in a preliminary trial of the practicability of the market news service.

A force of market reporters is at work in the more important market centers of the country, their principal duty at present being to follow the progress of certain products from the time they arrive in a given city until they reach the ultimate consumer.

The collection of facts is more fully described by the Department in a statement that it is its purpose to secure reports by telegraph from all important car-lot producing sections, giving the number of

cars shipped daily during the period of important movement, together with their destination, and to keep this information up to date by reports of the diversions as they are ordered, so that at any time the actual number of cars moving toward any one market can be readily ascertained. In addition, there are involved daily telegrams from the principal markets, giving arrivals and prices.

Cooperation of Transportation Companies Needed.

The usefulness of this comparatively new service, which is to be determined in the preliminary stages, must depend upon the way in which the information is made available in the competing producing areas and in the consuming centers. Its complete success will depend largely upon the continued cooperation and assistance of the transportation companies.

The Office of Markets has been making arrangements with practically all the transportation companies to wire (usually by night wire) the facts regarding shipments on their lines. This includes the express companies and the special-car-service lines. Destinations are given on all carloads, and although these are not always eventual destinations, on account of diversions at such points as Kansas City and St. Louis, final destinations are learned from those points by secondary sources of information, usually by agents of the department.

When the reports have been summarized they are available to be wired in full or in part, collect, to any who desire, by day letter. The summary for any particular crop, as a rule, can be sent in a 50-word telegram. For example, a recent day's summary contained these statements as to carload shipments made within 24 hours:

Cantaloupe shipments—Delaware, 41; Virginia, 1; New Mexico, 1; California, 31; Washington, 2; not previously reported, for preceding day—Maryland, 2; Virginia, 1; Indiana, 25.

Peach shipments—Connecticut, 1; Pennsylvania, 7; New Jersey, 5; Delaware, 6; Maryland, 7; Virginia, 3; West Virginia, 4; North Carolina, 3; Georgia, 9; Tennessee, 4; Kentucky, 1; Illinois, 21; Ozarks, 165; Oklahoma, 65; Texas, 1; New Mexico, 1; California, 16; Washington, 1; Potomac yards reports, 22.

Summaries of Reports from Markets.

More elaborate but condensed summaries from market points are wired in full to the branch offices and to some newspapers which have requested these reports. Extracts are also wired to shippers that desire the service. Telegraph tolls to individual recipients of the information are reduced by reason of the fact that they may be supplied from the branch offices. Service by mail is also possible through the branch offices. The St. Louis office gets out 200 mail sheets for producers in Missouri, Arkansas, and Oklahoma. The regular reports are multigraphed at that office for this purpose.

An example of the form of telegram that is sent out stating a single day's receipts at various points is here given, the figures being a recent summary for cantaloupes:

Pittsburg seven Eastern three Westerns California standards two quarter half Indiana baskets thirty five forty flats forty forty five standards Indiana Delaware Maryland dollar thirty five half. Philadelphia Maryland Delawares crates fifty seventy five. Denver two Californias standards two half ponies

dollar seventy five. Buffalo three Indianas standards dollar quarter baskets thirty five forty fair Arizona standards two half. Boston Southern standards dollar quarter Jumbo thirty sixes dollar seventy five forty five two two quarter quality demand good. St. Paul two arrivals dollar seventy five. Cleveland one Illinois one Maryland tip tops two quarter slow. St. Louis one Nevada standards dollar half poor. Nashville flats forty half Turlock standards two dollar ponies dollar half flats seventy five Arkansas standards dollar half poor Illinois twelve fifty cents baskets twenty thirty cents. Omaha ponies seventy dollar half standards dollar two quarter. Minneapolis standards two half seventy five ponies two dollars flats dollar. New York four Western standards dollar seventy five two half ponies dollar quarter half flats dollar dollar quarter twelve thousand four hundred Delawares Marylands Jerseys Jumbos dollar dollar quarter standard seventy five dollar quarter ponies fifty seventy five slow. Baltimore three arrivals standards seventy five ninety halves twenty forty five slow. Albany Maryland standards dollar half seventy five Jumbos two quarter half quality demand good. Milwaukee two California standards dollar quarter two dollars good Indiana baskets twenty forty quality poor slow. Columbus one Tennessee pink flats seventy five ninety California standards two quarter half Delaware Indianas dollar quarter seventy five. Kansas City five emptied California standards two two quarter ponies dollar half flats eighty five ninety five good Arkansas standards dollar half good flats sixty seventy slow. Chicago seven arrivals Turlock standards dollar seventy five two quarter ponies dollar seventy five flats eighty ninety Arizona standards dollar seventy five two quarter slow. Sioux City standards two half ponies two quarter. Des Moines western standards two half seventy five cents ponies two two quarter flats ninety Arkansas standards two quarter demand good. Detroit one North Carolina standards dollar half one Indiana baskets forty fifty quality demand fair.

Information in Tabulated Form by Mail.

Longer reports, which are sent by mail from the Washington office, carry tables showing at a glance the detailed movement for a particular crop, with figures showing the number of carloads from each of the producing States to each of the principal cities to which such shipments are made. For peaches, a recent statement indicated shipments from New Jersey, Delaware, Virginia, Maryland, North Carolina, Pennsylvania, Georgia, Tennessee, Kentucky, West Virginia, New Mexico, Illinois, Oklahoma, the Ozarks, and California to, respectively, Boston, New York, Philadelphia, Baltimore, Potomac Yards, Pittsburgh, Buffalo, Cincinnati, Cleveland, Detroit, Indianapolis, Chicago, Milwaukee, Minneapolis, St. Paul, Sioux City, Des Moines, Kansas City, St. Louis, Omaha, Denver, and miscellaneous points. The same report included statements of conditions in a score of markets.

The development of this system is one of numerous projects which are included in the work of the Office of Markets, under the supervision of Charles J. Brand, chief, while Wells A. Sherman, specialist in market surveys, has charge of the details of the market news service.

Imperial County Ships \$3,000,000 Worth of Cantaloupes.

According to unofficial reports, 4,685 carloads of cantaloupes have been shipped out of Imperial Valley of California this season. Each car averaged 360 crates, making a total of 1,686,600 crates. The cantaloupes if placed end to end would extend 6,700 miles. The crates would reach 543 miles into the sky, and required 100,000,000 nails. The total number of melons shipped was about 70,000,000, and the value is estimated at \$3,000,000.

RESULTS OF TRADE OPPORTUNITY NOTES.

[Consul William Dawson, jr., Rosario, Argentina.]

The consulate at Rosario transmitted during 1914 some 35 trade opportunity notes relating to firms that had approached it for the purpose of entering into business relations with American exporters. Most of these notes were forwarded after the declaration of war had turned the eyes of South American importers toward the United States.

In the hope of obtaining precise information as to results in this district, 12 typical notes were selected and an investigation was made in each individual case. Notes as printed in Daily Consular and Trade Reports, together with a statement of results according to information furnished by the original inquirers, are given below:

Lumber on a Commission Basis.

No. 13848. *Lumber*.—An American consular officer in South America reports that a dealer in his district desires to get in touch with American lumber exporters for whom he may sell pitch pine and spruce on a commission basis. The correspondent states he has sold considerable quantities of white pine for a lumber company in the United States. Spanish is preferable, but English may be used in the correspondence. Full information as to terms and commission is desired. Reference given. (Published Sept. 23, 1914.)

The inquirer received letters from four American lumber exporters—two in San Francisco and two in New Orleans. After some correspondence one San Francisco firm concluded that owing to lack of freighting facilities it would be impossible to do business for the present. The other San Francisco company wrote offering to sell lumber outright, and, on being informed that the inquirer desired to sell on a commission basis, replied that it did not consider the present time opportune for the establishment of an agency. Of the two New Orleans firms one declined to do business except on cash terms, while the other firm failed to reply to the inquirer's first letter explaining terms, etc.

This trade opportunity note has thus far resulted in no business. The inquirer is inclined to think that in all four cases the real reason for failure to establish relations is to be found in the unwillingness of the American exporters to accept his terms of cash against documents Rosario.

Upholsterers' Materials and Glass.

No. 14106. *Upholsterers' materials, linoleum, etc.*—An American consular officer in South America reports that a firm in his district desires to represent on a commission basis, American manufacturers of upholsters' materials, linoleum, artificial leather, imitation flooring, and similar lines. Correspondence should be in Spanish. References given. (Published Oct. 23, 1914.)

The inquirer states that he received no letters making allusion to this trade-opportunity note. He was, however, at the same time in communication with American firms through other channels, and it may be that some of the mail received was the result of the note. The inquirer complains that his correspondents overlooked the fact that he desired to do business on a commission basis and treated him as a prospective customer. Thus far nothing has been accomplished.

No. 14114. *Glass*.—An American consular officer in South America reports that a dealer in his district wants to receive price lists from American exporters of plate and common window glass, glass for mirrors, colored glass, etc. It is explained that the firm has considerable quantities of glass in stock at present,

but will be interested in American glass toward the end of the present year. Correspondence should be in Spanish or Italian. (Published Oct. 24, 1914.)

The inquirer reports that no replies were received.

Automobiles, Hardware, etc.

No. 14118. *Automobiles, hardware, etc.*—An American consular officer in Latin America transmits the name and address of a firm in his district which is desirous of getting into touch with American manufacturers and exporters with a view of representing them on a commission basis. The firm is interested in the following lines: Automobiles and parts, lubricating oils, raw cotton and tow, tiles, china and earthen ware, paper, hardware and kitchen utensils, toys, calcium carbide, cement, shoes, leather, and tanners' and shoemakers' supplies, canned fruit and vegetables, office supplies, ink, pencils, typewriters, furniture in general, metals, tools, drugs and drug sundries, garden seed, picture framings, paints and varnishes, etc. The firm desires catalogues, price lists, etc., covering the above lines. Correspondence should be in Spanish. References are given. (Published Oct. 24, 1914.)

The foregoing note brought the inquirer more than 100 replies. None of these has, however, led to business. The number of letters received from manufacturers and exporters of automobiles and supplies was particularly striking. Much of the correspondence was in English, and in few cases was the fact that the inquirer is a commission merchant and not an importer taken into account.

The inquirer calls attention to the following case: A catalogue was received from an American manufacturer already having an exclusive agency in Buenos Aires for this territory, although no mention was made of this fact. The inquirer found a customer and communicated with the manufacturer, who referred the matter to his Buenos Aires representative. The latter managed to get the business over the head of the local commission merchant. Due mention of existing arrangements at the outset would have saved the local dealer annoyance and loss of time.

Canned Goods—Iron and Steel.

No. 14124. *Canned goods.*—A report from an American consular officer in South America states that a commission merchant wants to get in touch with American exporters of canned products, particularly vegetables and paraffin candles. Correspondence should be in Spanish. (Published Oct. 24, 1914.)

The inquirer received replies from a milling company, a vegetable canning factory, a fruit canners' association, and a company preparing canned fish. Correspondence is still being carried on.

No. 14136. *Iron and steel.*—An American consular officer in South America transmits a request from a dealer in his district who wishes to represent, on a commission basis, American manufacturers who are in position to make prompt delivery of large orders for iron and steel products, hardware, Portland cement, pitch and white pine, and spruce in cargo lots, etc. Full information relative to this opportunity may be had on application to the Bureau of Foreign and Domestic Commerce or its branch offices. (Published Oct. 26, 1914.)

The inquirer reports that he received 30 replies. Some of these led to correspondence, although nothing has been accomplished thus far. The inquirer has come to the conclusion that it is exceedingly difficult to establish business relations by correspondence. He is also inclined to think that his correspondents lacked facilities for direct relations with foreign markets and desired to sell their products f. o. b. factory, leaving all further arrangements and responsibility to customers.

Hardware or Electrical Supplies.

No. 14187. *Hardware or electrical supplies.*—A consular officer forwards the name of an American now residing in South America who desires to represent an exporting house handling a general line of hardware or electrical supplies. These lines are especially desired, but other good lines will be considered. The man wishes to cover all of South America as a traveling representative on a salary and commission basis. He has had nine years' experience in that country and speaks Spanish. American references are submitted. (Published Oct. 28, 1914.)

The following communication has been received from the inquirer: "I beg to say that I have received letters from several firms who handle hardware, and also from electrical supply houses, offering their lines for sale on a commission basis only. Before going into any deal with a concern I have made inquiries regarding prices for the different lines which have been offered me from the States and compared them with the prices the merchants paid previously to European dealers. I find that nearly all the firms that sent me letters and catalogues have sent their catalogues broadcast to practically every dealer here offering their lines for sale. Now, it is impossible for anyone to sell American goods on commission if the dealers know the wholesale price of everything he offers. I am sorry to say that I have not received anything satisfactory to my wishes, as I stated I would like to represent a good concern as their traveler on salary and commission and all traveling expenses paid by the firm."

Church Decorations—Resin, Soda, and Tar Oil.

No. 14361. *Church decorations, etc.*—An American consular officer in South America reports that an importer of church decorations of all kinds desires to get into touch with American manufacturers of artificial leaves, flowers, and plants suitable for church decoration. It is explained that the firm now has catalogues from American manufacturers, but has not been able to place orders on account of the high prices quoted. Catalogues and correspondence should be in Spanish. (Published Nov. 7, 1914.)

No replies were received to this inquiry.

No. 14765. *Resin, caustic soda, etc.*—A manufacturing firm in South America desires to enter into relations with American exporters of resin; caustic soda; and a commodity which the firm describes as "light tar oil, a by-product of gas works, distilled from black; aceite de alquitran liviano." It is stated that the firm purchases on a cash basis and offers references. Correspondence must be in Spanish. (Published Dec. 12, 1914.)

This inquiry brought seven replies, all of which referred to resin or caustic soda or both. Prices and terms were satisfactory, and the inquirer was particularly impressed by the eagerness of correspondents to enter this market. None of the replies referred to light tar oil. The inquirer is particularly interested in this product, without which the others are of no value for his purposes. He is now engaged in further correspondence.

Advertising Novelties—Gasoline or Crude-Oil Engines.

No. 14769. *Almanacs and advertising novelties, etc.*—An American consular officer in South America reports that a firm in his district desires to form commercial relations with American manufacturers of almanacs and advertising novelties in general; candy boxes, trays, ribbons, etc., for confectioners; letters and ribbons for florists; ribbons for milliners, dressmakers, etc. The firm will consider any additional novelties. It is explained that the firm does business on a cash basis and desires full data as to prices and terms. Catalogues and samples should be sent at an early date. Correspondence should be in Spanish, French, or Italian. (Published Dec. 12, 1914.)

The inquirer received five letters from firms offering, respectively, advertisements on cloth, pencils, advertising novelties in general, balloon with advertisements, and wire. None of these articles proved acceptable and no business resulted from the note. (It may, however, be added that the firm has, through other agencies, established relations with American exporters.)

No. 14776. *Engines*.—An American consular officer in South America advises that an agent in his district wishes to secure an exclusive agency for an American engine similar to the German Otto engine. He desires catalogues containing full descriptive literature and illustrations. It is explained that the agent is especially interested in a gasoline engine for industrial use, but will consider engines that consume crude oil. The catalogues and correspondence should be in Spanish, but may be in English. (Published Dec. 12, 1914.)

The inquirer received 22 replies relating to engines and some miscellaneous correspondence concerning other machinery. He states that he has decided to do nothing for the present owing to unsettled conditions at home and abroad.

No. 14808. *Drugs, pharmaceutical specialties, bandages, etc.*—An American consul in South America states that a company in his district is desirous of communicating with American manufacturers of drugs, pharmaceutical specialties, orthopedic and optical supplies, bandages, etc. The firm would be glad to represent American houses. Correspondence should be in Spanish. (Published Dec. 16, 1914.)

Inquirer reports that four replies were received, two from manufacturers of rubber goods, and the other two from drug and optical supply houses, respectively. The firm adds that no orders have been placed because it does not as yet know the terms of sale.

Results Instructive Rather Than Encouraging.

The results obtained from the foregoing twelve trade opportunity notes—selected as typical—are instructive rather than encouraging. In the first place, the difficulty of establishing business relations by correspondence even where both parties are interested is clearly demonstrated. The failure of many firms to follow recommendations as to correspondence and to take into account the wishes of the inquirer is also apparent. Commission merchants are flooded with letters from exporters who would under no circumstances sell on a commission basis. The practical difficulties due to credit terms and shipping facilities are also illustrated.

The unsatisfactory results obtained at Rosario may be attributed in large part to the slowness with which the local market has recuperated; the lack of frequent direct steamship service; the proximity of Buenos Aires, which often absorbs the interest of the American exporter, and the peculiarities of the local market, which has in the past been very thoroughly worked by traveling men and is also largely dominated by important concerns already possessing connections with the principal sources of supply. Such firms seldom, if ever, have occasion to apply to the consulate for information or assistance.

A New Government Monthly.

The United States Bureau of Labor Statistics has issued volume 1—July, 1915—No. 1, of its Monthly Review, a 90-page number, containing much valuable information concerning labor and industries not only in the United States but throughout the world.

THORIUM AND MESOTHORIUM AS AMERICAN PRODUCTS.

There is a possibility that this country's resources of monazite can be used profitably in the manufacture of the chemical products thorium and mesothorium, and that the latter may be obtained as a by-product from thorium nitrate manufacture, according to a paper just issued by the United States Bureau of Mines. Thorium nitrate is used extensively in making incandescent gas mantles, and mesothorium has been successfully employed in therapeutics, its properties being similar to those of radium. The domestic supply of monazite is found in the States of North and South Carolina, in Idaho, and in the black sands of the Pacific slope.

Mining Here at Standstill for Several Years.

The article mentioned on "Monazite, thorium, and mesothorium," Technical Paper No. 110, by Karl L. Kithil, mineral technologist, issued by the Bureau of Mines, states that most of the monazite imported in late years has come from Brazil, where the mineral occurs in the beach sands along the coast of certain States, and where it could be mined more cheaply than from inland placers. The mining of monazite in the United States has been practically at a standstill since 1906, especially since the price for thorium nitrate was reduced by European manufacturers to such an extent that it could be imported more cheaply than it could be made here, and this in spite of an import duty of 25 per cent ad valorem on the salt.

In former years, especially previous to 1906, there existed considerable activity in the monazite belt of North and South Carolina and many hands were employed to mine the mineral. Since then practically no mining of this mineral has been done in these and other States where monazite occurs. It is believed that monazite can be mined in this country more cheaply than heretofore, provided more modern means are employed.

The paper contains a full description and references to occurrences of the mineral in this country, and the methods used in the mining of monazite sands are thoroughly discussed. The best methods for the separation of monazite from other heavy sands are given, together with flow sheets and other technical details.

A short outline of analyses for thorium is given, and the methods employed in the chemical manufacture of thorium nitrate and mesothorium are referred to. The complete history of the development of this industry is of interest and is brought out in detail. It is of further interest to know, for instance, that in spite of the wonderful development and increased use of the metal filament lamp the consumption of incandescent gas mantles has increased.

Valuable points for the examination and valuation of monazite deposits are outlined in the paper.

[Copies of this technical paper may be had by applying to the Bureau of Mines, Washington, D. C. An article on "Brazilian Monazite" was published in **COMMERCE REPORTS** for Mar. 16, 1915, giving a review of the world's production, the general character of the Brazilian deposits, the changes in price, and the methods of marketing.]

FOREIGN TARIFFS.

CHINA.

[Vice Consul Alvin W. Gilbert, Nanking, July 2, 1915.]

Opening of Pukow to Foreign Trade.

On July 1, 1915, the announcement was made by the local officials that the harbor limits of the port of Nanking had been extended across the river so as to include the Tientsin-Pukow Railway wharves, and that the commissioner of customs at Nanking would henceforth have jurisdiction over all goods passing over the wharves of the railway at Pukow. This action is the first definite step toward making it possible for foreigners to trade at Pukow in conformity with the President's recent proclamation opening that port to foreign trade.

The regulations of the port have not as yet been promulgated, nor have the limits of foreign residence been defined. It is known, however, that the entire area to be occupied will have to be filled in to a height of about 11 feet in order to raise it above high water and that a Chinese syndicate has control of it. The Pukow commissioner is now in Peking arranging the details of regulations and boundaries of foreign residence.

CUBA.

[Customs circular No. 11, July 15, 1915.]

Further Increase in Duty on Alpargatas.

By law of July 3, 1915, in effect July 7, a surtax of 15 per cent ad valorem is imposed on alpargatas imported into Cuba after the expiration of a period of 60 days from the promulgation of the law. ["Alpargatas" is the Spanish name for a species of footwear that does not contain leather, consisting of an upper and heel piece of canvas and a sole of hemp.] The duty on alpargatas from the United States, prescribed by the tariff and inclusive of the increase provided for by the decree of June 4, 1912, is \$0.416 per dozen. In view of the fact that the article is subject to a preferential reduction of 20 per cent upon importation from the United States, it may be assumed that the new surtax applicable to American alpargatas will be only 12 per cent ad valorem. The same law provides also for the admission of cotton tapes for the manufacture of alpargatas at the reduced rate of \$0.12075 per kilo (on importation from the United States), prescribed by tariff No. 128A for cotton tapes to be used in the manufacture of reins, headstalls, and girths.

DUTCH EAST INDIES.

[Nachrichten für Handel, Industrie und Landwirtschaft, May 19, 1915.]

Changes in Tariff Valuation.

The latest list of official valuations for goods imported into the Dutch East Indies contains, among other changes, the following: Group 23, American meat in so-called English 1-pound cans, per can, 0.40 crown; the same in 2-pound cans, per can, 0.70 crown (formerly 0.55 crown). In the old schedule both American and Australian canned meat had a valuation of 0.32 crown for the pound can and 0.55 crown for the 2-pound can. The old rates have been retained for the Australian meat. [Crown, \$0.402.]

URUGUAY.

[Diario Oficial, June 15, 1915.]

Regulation for Marking Edible Vegetable Oils.

An Uruguayan decree of June 14, 1915, postpones until January 1, 1916, the full operation of the law of December 2, 1914, concerning the marking of receptacles containing edible vegetable oils, referred to in Foreign Tariff Notes No. 15, page 48, and prescribes further regulations. During the year 1915 it will be sufficient if there is stamped on the metallic containers or printed on the labels of bottles in Spanish or Italian the kind and quantity of oil; and if there are two or more kinds of oil in one container, the proportion of each. After January 1, 1916, all edible vegetable oils imported must show the above data, stamped on the same side as the manufacturer's mark in the case of metal containers, or printed on the principal labels in the case of bottles, in letters of at least 1 centimeter in height. The inscription should be in Spanish, without abbreviation. The same requirements apply in the case of oils imported in large containers to be repacked for retail sale. In stating the contents, reference should be made to the volume or net weight, or to the gross weight, with an indication of tare, a tolerance of 5 per cent being allowed in each case.

Oil produced from one kind of seed or fruit should bear an inscription showing the seed or fruit, as, for example, olive oil should be marked "Aceite de oliva," cottonseed oil "Aceite de algodón." Mixed oils must be marked so as to show the edible character of the oil and the proportion of each ingredient. For example, a mixture of 60 per cent of cottonseed oil and 40 per cent of peanut oil should be marked "Aceite comestible de algodón 60% y mani 40%."

Edible oils insufficiently refined, containing more than 5 per cent of oleic acid or foreign substances, as also those which are artificially colored, are prohibited.

VENEZUELA.

[Chargé d'Affaires Alexander Benson, Caracas, July 3, 1915.]

New Customs Tariff.

The Venezuelan Congress has enacted a new tariff law, which was approved on June 16, 1915, and went into effect immediately.

A careful examination of the new law would seem to indicate that it was intended primarily to codify the numerous executive decrees issued during the last few years, providing for new tariff classifications, rather than to make any radical changes in rates of duty. While the rates of duty on some articles have been changed by transfer from one tariff class to another, in the case of other articles the change was made by the addition or modification of the surtax, which is provided for in the case of some articles and which is separate from the general surtax of 56.55 per cent of the duty, applicable to all imports.

In addition to the changes in the rates proper, some of which are shown in the table below, there is a provision in article 17, affecting the method of calculating the general surtax of 55 per cent of the duty, which will result in a considerable increase in the rates on articles for which special ad valorem surtaxes are provided. According to the method previously used, ad valorem surtaxes were not

subject to the general surtax of 55 per cent of the duty, while under the new provision ad valorem, as well as specific surtaxes, are to be added to the basic duty for the purpose of calculating the general surtax.

The following table shows the most important changes in rates provided for by the new tariff (bolivar, \$0.193; kilo, 2.2046 pounds) :

Tariff No.	Articles.	Rates in bolivars per kilo (exclusive of general surtax of 55.55 per cent of duty).	
		New.	Old.
19	Windmills and well-boring apparatus	Free.	0.05
46	Artificial butter	2.50	.2875
49	Pure butter .....	.3125	.2875
84	Harness .....	.375	.25
102	Knitting needles of bone or horn .....	.75	.25
178	Cotton wadding	1.875	1.25
283	Paper not specified .....	.275	.25
306	Playing cards	1.875	1.25
320	Blank books .....	.8825	.75
333	Gold jewelry	21.00	20.00
336	Silver-plated tableware	3.75	2.50
350	German silver tableware	1.875	2.50
515	Cordage .....	.2875	.25
525	Yarns of silk, mixed with other materials	11.50	11.00
526	Yarns of artificial silk	12.50	20.00
527	Yarns of pure silk	23.00	20.00
559	Ready-made clothing of silk or artificial silk	23.00	20.00
663	Absorbent cotton	1.875	1.25
780	Perfumery not specified	3.75	2.50
828	Iron tanks weighing less than 100 kilos .....	.18	.10
840	Machines not specified weighing less than 100 kilos .....	.18	.10
871	Baby carriages .....	.375	.75
967	Paints prepared for enameling .....	.9375	1.25

An official copy of the Venezuelan tariff is on file in the Bureau of Foreign and Domestic Commerce and will be loaned to interested parties upon application.

[Diario Oficial, June 19, 1915.]

Regulations for Sale of Butter.

A Venezuelan law of June 19, 1915, prescribes a standard of purity for butter and forbids the sale of that containing any adulteration. For this purpose common salt as well as preservatives, vegetable oils, alum, soda, etc., are regarded as adulterants. Dealers are required to give immediate notice of the receipt of a consignment of butter in order that it may be inspected and stamped, the inspection fee being 0.50 bolivar per 20 kilos for butter in bulk and 0.25 bolivar per package when in packages of 2 to 5 kilos. Butter in cans containing more than 5 but not more than 20 kilos is subject to an inspection fee of 0.50 bolivar per can, and for each additional 10 kilos or fraction thereof a fee of 0.25 bolivar is prescribed. For the present the law is to be enforced only in the Federal District, in which is situated the city of Caracas. [Bolívar, \$0.193; kilo, 2.2046 pounds. A copy of these regulations in Spanish is on file in Bureau of Foreign and Domestic Commerce and will be loaned to those interested upon request.]

[Gaceta Oficial, June 23 and 26, 1915.]

New Internal Tax on Liquors.

A new Venezuelan internal-revenue law providing for increased consumption taxes on alcoholic liquors went into effect July 1, 1915, superseding the previous laws on that subject. According to the new law all alcoholic liquors manufactured within the country by the distillation of fermented saccharine liquids are subject to a tax of 0.45 bolivar per liter if the alcoholic strength does not exceed 50° and 0.01 bolivar per liter for each degree of alcoholic strength in excess of 50°. (Bolivar, \$0.193; liter, 1.0567 quarts.) Imported liquors of an alcoholic strength not exceeding 50° are subject to the following taxes: Brandy and rum, 1.25 bolivar per liter (formerly 0.714 bolivar for brandy not exceeding 21° and 1.286 bolivars for rum); gin, bitters, anisette, and the like, 1.50 bolivars per liter (formerly 1.428 bolivars per liter); and brandy, cognac, whisky, etc., 2.50 bolivars per liter (formerly 2.143 bolivars). For liquors of an alcoholic strength exceeding 50° the tax is increased proportionately. Beer of domestic manufacture is subject to a tax of 0.15 bolivar per liter, while the tax on imported beer is 0.30 bolivar. The tax on imported liquors is collected at the same time as the import duties, which remain the same as before. If liquor upon which the internal tax has been paid is exported or used in the manufacture of denatured alcohol, a refund of the taxes will be made upon compliance with the rules prescribed.

A later decree of June 26, 1915, provides that liquors imported before July 1, 1915, shall pay the difference between the rate formerly in effect and the new rates, and further regulates the manufacture and sale of liquors.

TO CHECK ECONOMIC WASTE IN LOBSTER INDUSTRY.

Resolutions were adopted at the summer conference on the lobster industry held at Woods Hole, Mass., expressing unqualified confidence in the Bureau of Fisheries of the Department of Commerce in dealing with the problem of the decrease in the source of the lobster supply, which has resulted from wasteful methods. The resolutions urged the public necessity of "checking the enormous economic waste now existing, particularly in the destruction of lobster eggs and of lobsters below and above the optimum market size, the avoidable loss both in capture and in transportation, the unfair practices in interstate shipments, and the insanitary methods of marketing lobster meat."

Members of the conference urged work in the direction of a greater natural production of lobster eggs and the rearing of a greater number of young from the eggs naturally produced. It is suggested by them that there is need of State regulation of methods of capture and possession and Federal regulation relative to interstate shipments.

Besides the delegates, there were in attendance at the meeting several biologists who have devoted much attention to the lobster, together with the United States Commissioner of Fisheries, the Deputy Commissioner, and several other members of the bureau's staff.

COAL FOR KONGO AND ANGOLA.

[Vice Consul Harry A. McBride, Boma, Kongo, June 11.]

The consumption of coal and coke in Belgian Kongo is not of as great importance as in some of the other African colonies, but it is large in proportion to the number of white inhabitants and when it is taken into consideration that the development of this part of Africa has been going on only about 30 years. The value of the imports during 1911 and 1912 (the latest years for which detailed statistics are available) is given herewith:

Imported from—	Coal (briquets).		Coke.		Soft coal.	
	1911	1912	1911	1912	1911	1912
Belgium.....	\$94,943	\$70,814	\$14,810	\$16,408	\$3,515	\$13,772
British South Africa.....				20,355		294
Germany.....	7,926	6,517	7,643	13,815	452	393
United Kingdom.....	8,443	20,875	4,157	26		6,976
Total.....	111,312	98,206	26,610	50,604	3,967	21,435

First Imports of American Coal.

It is thus seen that the colony uses an average of \$100,000 worth of briquets per year, the greater part of which has hitherto been imported from Belgium. The chief consumer of this sort of fuel in Kongo is the Colonial Government, which uses coal for its steamers on the lower Kongo River. The Matadi-Leopoldville Railway has also been an importer in the past, but has now installed oil-burning locomotives, so that at present practically all of the imports are for State use.

Owing to the fact that the local engineers are Belgian and have been accustomed to the employment of coal in briquets (patent fuel), it would have been almost impossible to introduce American coal under ordinary circumstances. The outbreak of war in Europe, however, cutting off the supply made it necessary to turn to America, and an order for 2,700 tons of West Virginia coal sent to the United States arrived here in November last on the *Hawaiian*. The price of this coal in the United States was \$3.05 per ton and the freight thereon \$12 per ton, being unusually high on account of the war risks. The price formerly paid for the briquets from Belgium was \$13.03.

American Competition Possible.

The first trials of the American product failed to give satisfaction as the engineers did not know how to use it to the best advantage and considerable waste resulted; but now it has been found that the steam-producing qualities of the American coal are as great as, if not greater than, those of the Belgian product, and further orders may go to the United States. [The name of the office that should be addressed by American firms interested in making offers for supplying the colony may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices by referring to File No. 64124.]

It would be an easy matter for producers in the United States to offer good quality coal at prices below those formerly paid by the

colony. The latest proposals for furnishing briquetted coal for Kongo were opened on October 17, 1913, at Brussels, and the bids f. o. b. Antwerp per ton of 1,000 kilos (2,204.6 pounds) were \$4.72, \$4.75, \$4.97, \$5.16, and \$5.21. The offer of \$4.75 per ton was accepted. The difficulty for American exporters in making arrangements for permanently furnishing the supply would be in freight rates. The former rate on Belgian coal from Antwerp to Boma or Matadi was \$7.53 per ton with 10 per cent primage, or in all \$8.28, and the price of briquets delivered in Kongo was thus, as before stated, \$13.03 per ton.

However, arrangements could probably be made with Elder Dempster & Co., who operate a direct line from New York to other ports of West Africa, for bringing coal direct to Kongo if the amount of cargo offered were sufficient. Judging from the freight on coal from New York to other ports in this vicinity, the rates would be approximately \$6.75 to \$7.25. The New York agent of the line is Mr. Daniel Bacon, Produce Exchange.

Coke and Soft Coal.

Coke has been used in Kongo only during the past three or four years, since the opening of the copper mines in the Katanga district (Union Minière du Haut-Katanga, Elizabethville, Kongo), and the first imports came from Belgium. The development of the mines has been rapid, and it was found such large quantities of coke would be required that it would be more economical to obtain the same locally. During 1913 the two coke batteries of 22 ovens each that the Union Minière installed near the mines produced 3,000 tons of good metallurgical coke per month from coal supplied by the Wankie Collieries near Victoria Falls, Rhodesia, and the result was so satisfactory that the mining company entered into a contract with the collieries for the supply of 60,000 tons of coal and 40,000 tons of coke per annum for a period of 10 years beginning July 1, 1915. The prices called for in the contract have not been given out. Thus, although large quantities of coke will be consumed in Katanga in the future there is little probability that any of the supply will be imported from other continents. The small quantities used in Lower Kongo are almost entirely supplied from the coke oven operated by State prisoners at Malela, near Banana.

Practically all of the soft or pit coal imported into Kongo is for use in forges on the State steamers on the Kongo River and in the Government shops at Boma. The quality of coal now employed for this purpose is a sort of low-grade cannel coal called "demi grasse" (half fat), which costs about \$4.25 per ton f. o. b. Antwerp. The freight rate from that port to Kongo is the same as on the coal in briquets. This is another article, unobtained at present from the former source of supply, which could be furnished by American firms and shipped with the ordinary coal if satisfactory arrangements could be made with the steamship company. The consumption, however, as shown in the statistics, is small.

The Market in Angola.

The most recent statistics of the Portuguese colony of Angola show the imports of coal in 1908 to have reached a value of \$142,930,

and in 1909, \$194,929. The coal imported during 1909 was destined for the following uses:

Imported for—	Tons.	Value.
General consumption, landed at Loanda.....	22,799	\$118,100
The Loanda-Ambaca Railway, Loanda.....	8,531	52,786
The State Railway, Mossamedes.....	1,030	7,200
The Benguella Railway, Lobito.....	2,507	16,753
Total	34,867	194,929

All of the imports came from the United Kingdom, with the exception of about 8,000 tons from British South Africa.

Railway and Coaling Companies the Chief Consumers.

The consumption of this sort of fuel in Angola has increased considerably since the above statistics were published. A large part of the imports at Loanda are for a British coaling concern (Angola Coaling Co.), which sells the fuel to steamers calling at that port, and as the number of vessels entering Loanda has risen to some extent, there is now a larger demand. All three of the railways mentioned above have been extended farther inland and are now consuming greater amounts of coal, this being especially true in the case of the Benguella Railway. It is estimated that the Colony now uses about 50,000 tons of coal annually.

Cardiff coal retails in Angola at \$15 per ton, but it is little used locally on account of the high price and owing to the fact that in most parts of the territory a good quality of mangrove wood may be obtained for \$1 per ton, cartage extra. Wood fuel is therefore used almost entirely in the interior and also in the seacoast towns by sugar mills, coffee plantations, electric plants, and other industrial enterprises.

Because of the increased prices of British coal, both the railways and the coaling company before mentioned may now be interested in making trials of American coal. This office has received information to the effect that the coaling company is already making arrangements for the purchase of a full cargo in the United States.

CANADIAN NATIONAL EXHIBITION AT TORONTO.

[Consul Julius D. Dreher, Toronto, Canada, Aug. 6.]

Encouraged by the success of the Canadian National Exhibition held last year, August 29–September 14, after the war had begun, the officers of the association have made all the arrangements for the annual exposition this year, August 28–September 13. The park in which the Canadian National Exhibitions are held embraces 264 acres in the western part of Toronto along the shore of Lake Ontario, which offers good opportunities for aquatic events. The permanent exhibition buildings, which, with the park, are owned by the city of Toronto, were erected at a cost of more than \$2,500,000. It is announced that all the floor space of 600,000 square feet has already been engaged by exhibitors, of whom a considerable number come from the United States. Large exhibits will be made by the agricultural, industrial, and commercial interests of the Dominion.

PETROLEUM PRODUCTS IN WEST AFRICA.

[Vice Consul Harry A. McBride, Boma, Kongo, May 31.]

In the colonies bordering on the Gulf of Guinea and extending down the West African coast as far as Angola the almost complete absence of gas and electricity and the high cost of coal are two important factors which lead to the already large trade in petroleum, acetylene, and candles for lighting purposes, and to the rapidly growing interest in the use of oil as fuel. America is the world's largest producer of illuminating and fuel oils, and if the West African market were properly developed very few orders would go to other countries.

The following information upon the oil trade of various West African colonies has been gathered from several sources and will give American exporters an idea of conditions as they existed before the outbreak of war in Europe. There will probably be an increase in the trade after the conflict is terminated, and there is also promise of better permanent shipping facilities from New York to West Africa.

Imports into Belgian Kongo.

Belgian Kongo has hitherto been a comparatively small consumer of oils, but is likely to become a good market in the near future on account of the installation of oil-burning locomotives on two of the railways and the opening of the pipe line from Matadi to Leopoldville, which will make possible the use of oil as fuel on all the river steamers in the interior. The following table gives the value of imports of petroleum and other oils into Kongo during 1911 and 1912 (the latest years for which detailed statistics are available):

Imported from—	Petroleum.		Other oils and greases.		Candles.	
	1911	1912	1911	1912	1911	1912
United States.....	\$6,470	\$3,049	\$238	\$126	.....	.....
Belgium.....	5,823	6,659	29,058	50,799	\$14,398	\$11,457
British South Africa.....	.....	.....	1,162	2,242	1,049	1,803
Germany.....	2,879	5,753	1,421	7,563	83	611
Russia.....	2,771	1,645	.....	.....	.....	.....
United Kingdom.....	2,615	4,135	1,499	1,496	2,561	2,108
Other countries.....	1,473	1,435	983	783	736	846
Total.....	22,031	22,676	34,361	62,999	18,827	16,825

In addition, there is an annual consumption of carbide of calcium valued at about \$40,000.

A considerable portion of the imports of petroleum and other oils credited in the statistics to Belgium, Germany, and the United Kingdom are in reality American products coming from the large warehouses and deposit tanks in those countries. In November, 1914, the Colonial Government imported 18,500 gallons direct from the United States, and notwithstanding the excessive freight rates, war insurance, etc., the merchandise arrived at Boma at such a reasonable cost that it could be sold at rates below those previously charged by the local merchants.

Pipe Line and Its Influence on the Oil Trade.

A report upon the opening of the pipe line from Matadi to Leopoldville appeared in Daily Consular and Trade Reports for January 22,

1914. The line, constructed and operated by the Société des Petroles au Congo, is 220 miles in length, and the company has eight reservoirs at Ango-Ango (Matadi) with a capacity of 1,000 tons of oil each. The first trials were made in March and April, 1914, with 700 tons of heavy oil brought from the Black Sea. It was found that this oil was too heavy for the pumps, which are of American make, and a cargo of about 6,000 tons of "gas oil" was imported from the United States and found to give entire satisfaction. This oil is now being pumped to Leopoldville and is used by a few steamers. After normal conditions are reestablished in Europe and the trade in Central Africa is resumed, more oil-burning steamers will be added to the fleet on the Upper Kongo.

The railway from Matadi to Leopoldville (Chemin de fer du Congo) has installed locomotives using oil as fuel, and the whole line has been in operation therewith for several months, 30 oil-burning engines being now in use and 10 more soon to be added to the equipment. On the Mayumbe Railway, running north from Boma, there are now 4 oil-burning locomotives. Four successive tests as to the economy in the use of oil fuel on this line showed the following results: 13.58 ounces of oil per ton-kilometer (1 kilometer = 0.62137 miles; metric ton = 2,204.6 pounds); 12.88 ounces, 12.52 ounces, and the last test 12 ounces.

Besides the steamers on the Upper Kongo and tributaries, and the railways mentioned, the *Hirondelle*, a 200-ton steamer on the Lower Kongo has been converted into an oil burner, and it is probable that the Grands-Lacs Railway from Stanleyville will make experiments with oil if the cost of transport of this fuel up the Kongo River can be lowered sufficiently to make the use thereof economical.

Estimated Future Consumption.

Under normal conditions the amount of fuel oil used in Belgian Kongo, exclusive of the river steamers, is estimated at 20,000 tons per year, of which the Matadi-Leopoldville Railway uses 14,000 to 15,000 tons. It is thought that within a few years the colony will be able to consume annually 40,000 to 50,000 tons.

The Société des Petroles au Congo, however, is interested in extending its business in directions other than simply the supply of fuel oil for local use. For instance, the reservoirs at Ango-Ango may be used for various kinds of oil, and there would appear to be a good trade in petroleum, which is now imported exclusively in tins; about 32½ pounds of oil in each tin and 2 tins to the case, making about 34 cases to the long ton. There would be a large saving if the petroleum were imported in bulk; first, in ocean freight; second, in statistical tax, which is based on packages; and, third, in railway freight in Kongo, which is charged by weight.

The gross weight of a case of oil is about 88 pounds, whereas the net weight is only 65 pounds. The freight rate of the Matadi-Leopoldville Railway on oil in cases is \$38.60 per ton, whereas on oil shipped in tank cars the rate is only \$13.51 per ton. At times, when the demand is great, petroleum could also be pumped to Leopoldville over the pipe line, the rate being \$10.62 per ton, thus effecting a further saving.

The company has a tank steamer of 100 tons carrying capacity on the Upper Kongo, and a barge of 70 tons, so that distribution to the

towns in the interior on the Kongo, Kasai, Ubangi, and Sanga Rivers could be easily effected, leaving Leopoldville with 170 tons of oil each trip. In addition to the above vessels, there are 10 smaller barges.

Belgian Kongo as a Distributing Center.

The Kongo Petroleum Co., with its present equipment, is in a good position to act as a distributing agent for oils, not only for Kongo, but also for the whole West Coast of Africa. Within a radius of 500 miles from the reservoirs at Ango-Ango are found Portuguese Kongo, Gabon, San Thome, Spanish Guinea, and Angola, while German Southwest Africa, Kamerun, Nigeria, Dahomey, Togoland, and the Gold Coast are within 1,000 miles, and other colonies, including British South Africa and French Senegal, within 1,500 to 2,000 miles. The tanks at Ango-Ango will accommodate various kinds of oils in large quantities, and the company has a 700-ton tank steamer and a 1,400-ton oil barge, both seagoing, ready to carry cargoes along the coast.

A letter recently received from the company states: "We are already doing a good business in the sale of fuel oil and are in very good condition to start the sale of oils of other kinds. We now receive our fuel oil by tank steamer from the United States; kerosene and lubricating oils might be received in the same way, thus saving part of the freight and loss from leakage." The director of the company also informs this office that the cost in America of the first cargo of gas oil was \$13 per ton, and that this is too high to enable operations along the coast. If some American exporters interested in the West African market are in position to furnish this oil at \$8 to \$10 per ton and other oils at proportionate rates, the director believes there is a large business to be done in Kongo and neighboring colonies.

Candles, Carbide of Calcium, Etc.

Candles are sold in Lower Kongo for 10 cents per 1-pound package of 6, or at wholesale for \$4 per case of 50 packages, most of the supply having come from Belgium before the war, but 20,000 packages were imported in November, 1914, from the United States and have given entire satisfaction.

The carbide of calcium is retailed at Boma and other towns in the vicinity for \$12.55 per package of 100 kilos (220.46 pounds). This is the price under normal conditions, but at present the article is scarce and "war prices" are charged. The retail price of petroleum at Boma and Matadi fluctuates between \$2.51 and \$2.90 per case, and at times the empty tins have a marketable value of 10 cents each.

There are 10 or 12 street lights in Boma run by kerosene, none at Matadi, and only a few at Leopoldville.

The Market in Portuguese Kongo.

The chief ports of entry in Portuguese Kongo are Landana, in the Enclave of Cabinda, on the Atlantic Ocean, and Noqui on the Kongo River. The population of Landana numbers about 100 whites and 700 natives. The receipts of petroleum at this port amount to between 200 and 300 cases annually, and the customs duty on petroleum, gasoline, oils, candles, carbide of calcium, etc., is 12 per cent ad valorem. The port is an open roadstead; cargo is discharged on the beach in surf boats, the charges for removal to the warehouses

being 0.2 cent per case, and the port charges for steamers \$3 for the bill of health and \$8.60 for port dues.

Up to the present time a considerable part of the petroleum imports has been of German origin and the remainder American, coming from warehouses at Lisbon, Portugal, the principal kinds being Woermann's Lion and Flag brands and American Sunflower. Petroleum retails at \$2.40 to \$2.60 per case, candles at 15 to 18 cents per pound package, and carbide of calcium at about 11 cents per package of 1 kilo (2.2046 pounds), the empty petroleum tins having no marketable value. The town is lighted by acetylene, there being only 5 or 6 lamps.

At Noqui the trade is smaller, the imports of petroleum being estimated at 200 cases per year, the retail price thereof being from \$2.50 to \$2.70 per case, that of candles 15 cents per pound, and of carbide of calcium 17 cents per kilo package. The customs duties are the same as at Landana. The imports of petroleum up to the present time have practically all been of German origin, the Flag brand being most in use. This was bought at Hamburg for \$1.73 per case, c. i. f. Noqui, and arrived on German steamers direct from the port of lading. The landing charges are 0.5 cent per case and the port charges for steamships 60 cents for the bill of health and \$2.60 for port dues. There are a few acetylene lamps for lighting the town.

Conditions in Angola.

The principal ports in Angola are Loanda, with a population of about 18,000 (4,000 to 5,000 white inhabitants); Benguella, population 4,000 to 5,000 (1,500 white); Mossamedes, with 3,500 inhabitants; and the newly made port of Lobito Bay. The total imports of petroleum into Angola during the past few years have averaged about 19,000 cases, of which 12,000 were landed at Loanda and the remainder at Benguella, Lobito, Mossamedes, and Novo Redondo. The total imports of gasoline are about 140 cases per year, all of which is for Loanda; of carbide of calcium, about 250 tons, 160 of which are consumed at the same port; and of candles, about 7,800 pounds.

The retail price of petroleum at Loanda is \$2.50 to \$2.70 per case, at Benguella \$2.65 to \$2.85, and at Mossamedes \$2.80 to \$3; the brands used at the first port being chiefly Atlantic, Sunflower, and X-Ray, imported from Lisbon, whereas at Benguella and Mossamedes Atlantic brand and oils of German and Austrian origin are used. Empty petroleum containers have no value except at Mossamedes, where the tin cans are sold for 8 to 10 cents each.

Candles are retailed at Benguella and Mossamedes at 16 cents per pound package, and 2 cents higher at Loanda. The customs duties on petroleum in Angola are 0.0088 cent per pound if imported in foreign ships and 20 per cent less if arriving in Portuguese vessels from Portugal, other taxes amounting to approximately 2 per cent of the value of the merchandise being added thereto. The duty on gasoline, lamps, and lubricating oil is about 12 per cent ad valorem, and that on carbide of calcium 2 cents per pound. There is an octroi tax on petroleum at the principal ports of 0.167 cent per pound.

Port Charges in Angola—Kerosene Lamps.

At most ports in Angola ships are anchored in the bay and cargo is discharged in barges and lighters, the landing charges at Loanda be-

ing 4 cents per case on petroleum, at Benguella 2.3 cents, and at Mossamedes 2 cents from the customhouse to the warehouses. The port charges for vessels are 5 cents per registered ton on foreign ships, 2 cents on ships flying the national flag, and about 0.5 cent on coasting vessels; bill of health, \$3; customhouse charges, \$9 per ship; and a lighthouse tax of \$4.40. All these charges are to be paid at each port the vessel enters, except the tonnage charges, which are collected at the first port of entry, and thereafter the vessel is considered as in the coasting trade until it leaves the last port in the Colony. Sailing-ship charges are 10 cents per ton, but for vessels plying regularly along the coast the payments may be made at the end of each year. The wage paid to native laborers handling cargo averages 20 cents per day, but at some ports other arrangements may be made by contract.

Lobito and Benguella are now lighted by electricity, but at Loanda and Mossamedes petroleum lamps are still employed, about 750 of these being in use in Loanda. There is also a market for quantities of the old-style cheaper grades of kerosene lamps in all the towns, as the houses are lighted in this manner.

At rare intervals sailing ships with cargoes of petroleum arrive at ports in Angola direct from the United States, but as yet no large American exporters of oils have taken great interest in this market.

Sale of Oils in Nigeria.

Nigeria is one of the best markets in West Africa for oils, the imports of petroleum in 1912 being valued at \$329,910 and in 1913 at \$453,744, practically all of which came from the United States, although quantities of German oil are also used. Trade is increasing rapidly and it is estimated that the annual consumption now reaches 500,000 cases. Lubricating oils are also in demand, and though not segregated in the statistics it is known that about 300 barrels are consumed annually by the steamers of the Niger Company, 150 by the steamers at Forcados, and larger quantities by the Nigerian Railways. In addition to the above, about 200,000 pounds of candles are now used each year in the Colony, the exact figures for the year 1908 having been 128,290 pounds.

The principal ports of Nigeria are Lagos, with a population, including suburbs, of about 76,000, the white inhabitants numbering between 600 and 700; Forcados, Warri, Sapele, and the new harbor of Port Harcourt. Besides these, there are several large towns in the interior, where the oil trade is of importance, i. e., Aboekuta, Illorin, Zungeru, Kano, etc. Landing charges at Lagos consist only of the cost of the native labor; at Forcados they are 4 cents per case from the bay; at Burutu, 4 cents per case; at Warri, 1 cent; and at Sapele, 4 cents. The port charges for steamers at Lagos are \$2.43 per foot of draft, and lighthouse and port dues of 61 cents for the first 25 tons and 49 cents for each additional 100 tons. Towage charges are \$48.67 each way at Lagos and \$97.33 at Forcados. The depth of water at the first port is sufficient for the largest vessels 5 miles out on the bar, and at the Government wharf 14.6 feet; at Burutu it is 16 feet, at Warri 17½, and at Sapele 17 to 18 feet. The cost of native labor at Lagos, Forcados, and Sapele is 24 cents per day, at Burutu 16 cents, and at Warri 14 cents.

Petroleum Regulations at Lagos—Prices.

There are certain regulations at Lagos in reference to handling petroleum that will be of interest to American exporters. The local merchants must have a special license for carrying petroleum in stock, and are not allowed to have more than 50 cases on the premises at one time. All petroleum and similar oils must be stored in a Government warehouse constructed for that purpose, and a storage charge of 2 cents per case per month is made therefor. Customs duties on petroleum are 5 cents per imperial gallon (equivalent to 1.2 American gallons); on lubricating oil, candles, carbide of calcium, and lamps, 12½ per cent ad valorem. There is no duty on gasoline.

Under ordinary circumstances petroleum is retailed at Lagos for \$2.43 per case, at Forcados, Warri, and Sapele for \$2.56, and at Burutu it has a value of \$2.56 in barter for tropical produce. The principal brand sold in the colony is Sunbeam, after which come Standard White, Woermann's, Galician light oil, Devoe's, and an Austrian brand. The wholesale price of candles is \$3.29 per case of 25 pounds, and the retail price 18 cents per pound package at Lagos, 16 cents at Burutu and Sapele, and 14 cents at Warri. Empty petroleum tins have a value of 8 cents each at Lagos and the wooden cases 4 cents, but at other towns empty containers have no value, except at Sapele the cases may be sold at times for 4 cents each.

Owing to the size of Lagos and the fact that the railway yards are not far distant, the town is lighted by electricity, but there are no public lights in the other localities. The cost of electricity for private purposes at Lagos is 49 cents per month per light.

Most of the information given above pertains only to the coast towns, but in considering the prospects for the sale of American oils in Nigeria the large interior villages must be taken into account and also the extreme northern districts of the colony near the Sahara Desert, which are thickly populated with Mohammedan tribes.

French Ivory Coast.

The capital and chief town of the Ivory Coast is Grand Bassam, the population of which is now nearly 2,700, of whom about 200 are Europeans. The colony is somewhat more sparsely settled than other regions of West Africa and the consumption of oils is therefore smaller, the imports of petroleum in 1908 having amounted to 11,830 cases and the present consumption being estimated at 14,000 to 15,000 cases per year. The present importation of gasoline amounts to about 300 cases, and of candles 60,000 pounds annually.

Lubricating oil is used by the railway that runs from Abidjan, near Grand Bassam, to Buake, about 175 miles in the interior (Services des Voies de Penetration de la Côte d'Ivoire), bids for the necessary supply being called for at intervals by the company and the oil brought from France by the French steamship line Chargeurs Réunis, of Havre and Bordeaux. Besides this line, the Elder Dempster and Woermann companies operate regular services between Europe and the Ivory Coast, and the Belgian steamers to Kongo (Cie. Belge Maritime du Congo) make Grand Bassam a port of call.

There are no port dues at this port, unloading from the vessel to the shore being done in barges and lighters and the landing charges to the warehouse being \$1.93 per ton of 27 cases of petroleum. The

daily wage of native laborers handling cargo is 37 cents, rations included.

Duty and Prices—Imports Into All French West Africa.

The customs duty per 100 kilos (220.46 pounds) on petroleum is 10 per cent on an official valuation of \$6.76; that on gasoline 10 per cent on an estimated value of \$11.58; on lubricating oil, lamps, etc., 12½ per cent ad valorem; and on candles, \$23.16.

Petroleum is retailed at Grand Bassam at \$2.03 per case or \$1.01 per tin, the principal brands now on sale being American Sunflower, Devoe's Brilliant, and Woermann's Standard White; and the retail price of candles is 14 cents per pound package, the imports being chiefly of Belgian and French origin. The Woermann brand of petroleum used in the Ivory Coast is bought at Hamburg at \$1.59 per case, c. i. f. Grand Bassam. The empty containers have no value at that port. The town is lighted by a limited number of petroleum lamps.

Statistics as to the importation of petroleum into all French West Africa, including the colonies of Senegal, Upper Senegal and Niger, French Guinea, Ivory Coast, and Dahomey, have recently been published, showing the value thereof in 1912 to have been \$305,113 and in 1913, \$359,427, thus evidencing a considerable increase.

Trade of Other West African Colonies.

The value of imports of petroleum into West African countries other than the ones before mentioned during the years 1911, 1912, and 1913 was as follows:

Imported into—	1911	1912	1913
Sierra Leone	\$66,684	\$73,303	\$83,788
Gold Coast	128,712	177,405	185,575
Liberia			12,946
Togoland	39,747	30,603	
Kamerun	22,854	38,343	
German Southwest Africa		61,264	78,770

The statistics do not state the quantities imported except in the cases of Liberia, the amount in 1913 having been 82,077 gallons, and German Southwest Africa, where the quantity was 2,433,710 pounds in 1912 and 3,088,144 pounds in 1913.

Future Growth Seems Certain.

Thus it will be seen that the oil trade along practically all of the West Coast is rapidly increasing, the only instance wherein a diminution has taken place being in Togoland. Before the outbreak of war in Europe the oil trade was growing at the rate of 25 to 30 per cent annually, and when settled conditions are reestablished it is almost certain that the development of West Africa will again be taken up with renewed vigor, and that the demand for imported merchandise of all kinds will be greater than ever before. An opportunity will then be offered for the sale of American oils on a much larger scale than in the past.

[The addresses of the principal importers and dealers in petroleum and other oils in West Africa may be had upon request from the Bureau of Foreign and Domestic Commerce or its branch offices. In asking for this list refer to File No. 64123.]

CONDITIONS IN THE PROVINCE OF CACERES, SPAIN.

[Consul Wilbur T. Gracey, Seville, Spain, May 15.]

The Province of Caceres is inland, on the border of Portugal, covers 7,669 square miles, and has a population of 355,313. There are 591 miles of roads, 566 miles of railways, 4 cities, 115 towns, 129 villages, and 509 farmhouses. The Province is eminently agricultural, and the industries of importance are those connected with such agricultural work and the cultivation of live stock.

There are several important cork manufactories, all of which have been practically forced by present conditions to stop work, and the employees are now working on the farms, although not suited to that work, and therefore not receiving their usual remuneration. This has resulted in a considerable amount of unemployment, which the city councils have endeavored to remedy, but without being completely successful, so that worse conditions are anticipated.

There are manufactories of chemical products, fertilizers, flour, and textiles, but these factories are working only because they have the raw materials at hand and are not obliged to depend on their export trade. Industrial conditions have been little developed, as all the available resources have been devoted to agriculture. There are, however, soap and tanning plants.

Banking Difficulties Experienced by Exporters.

Cork manufacturers and all having trade relations with the countries now at war are said to be having difficulties in negotiating drafts, because neither the Bank of Spain nor any other banking firm now negotiates with these countries. Some shipments of wool have been sent to Belgium since the outbreak of the war, but the exporters have been unable to secure payment or to withdraw the wool for sale elsewhere. It is also stated that there is difficulty in securing payments of drafts drawn on other cities in Spain, and this shortage of regular banking facilities is resulting in a general paralysis of trade.

The agency of the Bank of Spain in Caceres does not admit of long-term drafts and refuses to open new credits. It is feared that ruin and bankruptcies will result.

The Province being divided by the river Tajo, the productions differ slightly. On the right-hand side of this river there are many fruits of all kinds—strawberries, oranges, lemons, etc. Oils and wines are produced in great quantities of good quality; wheat, barley, oats, and rye are of only medium quality; peppers, chickpeas, and vegetables are grown; and linen and silk manufactured. On the left of the river the cereal crops are better, the oils are of medium quality and quantity and wines are scarce. The best soil is used for pasturage and supports a large quantity of live stock, consisting of sheep, pigs, cattle, horses, etc. There is a considerable amount of wild game.

Commerce Affected by War—Ports Used for Shipments.

The commercial conditions, which have always been bad, have been made worse by the war. The imports for the district consist chiefly of codfish, rice, petroleum, coal, chemical products, textiles, novelties, and hardware. The import markets for Caceres are in Seville, the

distributing center for Andalusia, although some articles find their way into Cáceres from the port of Huelva.

The capital of the Province is Cáceres, with a population of 13,617, situated on the Tajo River, 215 miles by rail from Madrid. There are railway lines to the Portuguese border, to Madrid, and a line connecting at Mérida with the Andalusia lines to Seville, and the eastern parts of Spain.

Suggested Means of Improving Conditions.

The Chamber of Commerce of Cáceres, in a recent report, makes the suggestion that the duty on codfish be abolished. This is an article of supreme necessity which is not produced in Spain and can only be secured at a high price. It also proposes that the duties on meat and meat products should be carefully considered, in order that they might not be reduced to the prejudice of the meat products of this district, and that they should be lowered only on imported meats in case the prices in Spain are exceptionally high. As cork and cork wood products are the principal exports of this district, the chamber believes that the Government should use every effort to secure new markets for this commodity; that the present stringent monetary conditions should be improved to provide better circulation; and that the Government should do all in its power to assist agriculturists, which the chamber states has not been the case since the outbreak of the war, as all the actions taken have adversely affected agricultural conditions.

The Chamber also states that superphosphates, which are of prime necessity to the agriculturists, have increased in value from 25 to 30 per cent, and in addition the factories only sell on cash payments, which is making it impossible for the farmers to secure these products.

[This report is one of a series, the first of which appeared in *COMMERCE REPORTS* of Mar. 4, 1915, the second in *COMMERCE REPORTS* of July 29, the third in *COMMERCE REPORTS* of Aug. 7.]

DRY MILK AND MILK SUGAR IN ITALY.

[Consul Jay White, Naples, July 20.]

Inquiries have been addressed to the leading chemists (druggists) of Naples in reference to a possible market for milk sugar (lactose), with the result that they report the present use of this article to be very limited. It is understood that less than 10 pounds per month is the consumption in Naples, as milk sugar is used only in compounding physicians' prescriptions.

Dry or powdered milk has been tested locally in the manufacture of biscuits and confectionery, but the results have not been satisfactory. It is said that the dry milk, when reduced with liquid, gives off an odor like that of cheese, and this fact seems to render its use impossible. Dry milk is not found on sale in Naples at the present time, but it is suggested that, with the elimination of the odor, it might, by judicious advertising, become a popular article of diet because of the high price of ordinary milk. Because of the extremely poor quality of the pasture in southern Italy milch cows are, of necessity, stall fed, hence the high prices, ordinary milk being sold at 10 cents per quart.

AMERICAN COTTON STATISTICS FOR JULY.

The following table shows the cotton consumed, cotton on hand, and the number of active cotton spindles in the United States for the month of July, 1915 and 1914, with statistics of cotton consumed, for the 12 months ending with July. (The statistics of cotton in this report are given in running bales, counting round as half bales, except foreign cotton, which is in equivalent 500-pound bales.)

Locality.	Year.	Cotton consumed (bales) during—		Cotton on hand July 31.		Cotton spindles active during July (number).
		July.	12 months ending July 31.	In consuming establishments (bales).	In public storage and at compresses (bales).	
United States.....	1915	498,476	5,598,798	41,401,484	1,784,812	31,194,029
	1914	448,333	5,620,078	905,762	425,102	30,670,835
Cotton-growing States.....	1915	265,843	3,026,861	577,152	1,443,318	12,755,284
	1914	227,508	2,957,626	326,953	258,729	12,304,087
All other States.....	1915	232,633	2,571,937	824,332	341,494	18,438,745
	1914	220,825	2,668,552	578,909	166,373	18,372,778

* Includes of foreign cotton 21,641 bales consumed, 108,872 bales on hand in consuming establishments, and 35,987 bales in public storage.

Linters, which are not included in the above figures, were 48,864 bales consumed during July in 1915 and 23,486 bales in 1914, 192,873 bales on hand in consuming establishments on July 31, 1915, and 84,218 bales in 1914, and 89,401 bales in public storage and at compresses in 1915, and 32,366 bales in 1914. Linters consumed during 12 months ending July 31 amounted to 403,389 bales in 1915 and 308,675 bales in 1914.

Imports and Exports of Cotton and Linters.

The imports and exports of cotton into and from the United States during July, 1914 and 1915, and for the 12 months ending July, follow:

Country of production.	Imports of foreign cotton (500-pound bales) during—				Country to which exported.	Exports of domestic cotton and linters (running bales) during—			
	July—		12 months ending July 31—			July—		12 months ending July 31—	
	1915	1914	1915	1914		1915	1914	1915	1914
Total.....	35,667	23,790	382,287	260,988	Total.....	243,522	126,211	8,543,573	9,150,801
Egypt.....	23,835	13,302	252,373	138,579	United Kingdom.....	58,944	43,777	3,771,646	3,459,845
Peru.....	188	442	10,353	12,627	Germany.....	41,291	242,661	2,785,963	2,785,963
China.....	2,917	3,338	25,630	20,773	France.....	27,209	2,522	682,630	1,086,577
All other countries.....	8,727	6,708	93,931	89,010	Italy.....	52,969	22,758	1,109,541	615,180
					All other countries.....	104,400	15,863	2,737,095	1,307,286

* Figures for 1915 include 14,364 bales of linters exported during July and 219,111 bales for 12 months ending July 31. The distribution for July is as follows: United Kingdom, none; Germany, none; France, 9,461; Italy, 1,006; and all other countries, 3,897.

[The next issue of COMMERCE REPORTS will give what figures are available showing the mill consumption of cotton in certain foreign countries for the month of July, compared with the corresponding month in 1914, the supplies on hand, etc.]

LUMBER INDUSTRY ON VANCOUVER ISLAND.

[Vice Consul R. M. Newcomb, Victoria, British Columbia, Canada, July 31, 1915.]

Recently a special committee of the Victoria Board of Trade held a meeting to formulate a plan to organize the lumber trade upon a firmer footing, and the question of securing a sufficient number of vessels of suitable tonnage was considered. If enough bottoms could be secured to carry away the products of the British Columbia forests, it is said there would be enough foreign business to keep all the mills busy.

This week the American ship *Tallac* sailed from Genoa Bay, Vancouver Island, with a full cargo of lumber, consisting of over 1,200,000 feet, consigned, via the Panama Canal, to New York City. Another American ship is now loading with a similar cargo.

The sale of 2,000,000 feet of timber to the Cameron Lumber Co. of Victoria was made last week and logging operations will be conducted thereon shortly.

During the month a public meeting was held at Victoria in support of an application of the British Columbia Government in favor of requiring the employment of white labor in the production of timber purchased by the Government. Representations of the lumber interests explained the employment of Orientals for certain work was necessary, and regret was expressed at the action of the Victoria Trades and Council in sending resolutions to the prime ministers of Australia and New Zealand asking them to purchase only lumber produced by white labor. The labor side of the case contended that suitable and sufficient white labor could be found for the work.

The Department of Interior, Forestry branch, has issued a bulletin on treated wood-block paving, which gives the results obtained in European, United States, and Canadian municipalities using wood for paving and the methods by which the best results have been obtained. Copies of the bulletin may be obtained free on application to the Director of the Forestry Branch, Department of Interior, Ottawa, Canada.

BRITISH TRADE BODY IN URUGUAY DEVELOPING.

[American Minister Robert E. Jeffery, Montevideo, June 18.]

The executive council of the British Chamber of Commerce in Uruguay, which was chosen at the meeting for organization of the chamber, mentioned in **COMMERCE REPORTS** for June 12, 1915, has approved the statutes that have been framed since that time for the governing of the trade body, and has also selected an executive committee, having as its members: Chairman, C. W. Bayne, manager of the Central Uruguay Railway; vice chairman, Thomas F. Lane, manager of the Montevideo Gas Co. (Ltd.); treasurer, W. Kerr Connell, manager of the British Bank of South America, Montevideo; secretary, R. H. Stapledon, of firm of Stapledon & McLean, agents of the Royal Mail and Pacific Steam Navigation Cos.; E. Buckland Cooper; James Fraser, manager of the Montevideo Water Works Co. (Ltd.); and Edwin Richards, manager of the London & River Plate Bank.

WOMEN'S AND CHILDREN'S SHOES FOR NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 6.]

The shortage of shoes is very marked in New Zealand at this time, and an opportunity is presented to make a strong move for the trade in women's and children's shoes, since this country is destined to become a good market for American goods of all kinds.

To date the imports of women's and children's shoes have come almost wholly from the United Kingdom. The numbers of dozen pairs of shoes for 1910, 1911, 1912, and 1913, with countries of origin, were:

Countries of origin.	1910	1911	1912	1913
Men's, women's, boys', and girls':				
United Kingdom	56,941	68,560	72,069	83,881
United States	1,337	965	871	943
All other countries	2,014	884	1,045	786
For children:				
United Kingdom	19,068	20,839	20,423	23,068
United States	6	9	17	33
All other countries	247	166	137	205

Heavy Duty on Shoes of all Classes.

The duty on shoes is quite heavy, in the interest of the local manufacturer, as shown by the following:

Boots, shoes, clogs, and pattens, not otherwise enumerated.	United Kingdom and possessions.	Additional for all other countries.
Youths', above size No. 1	24 cents a pair and 15 per cent ad valorem.	12 cents a pair and 7½ per cent ad valorem.
Boys', Nos. 7 to 1, both inclusive	12 cents a pair and 15 per cent ad valorem.	6 cents a pair and 7½ per cent ad valorem.
Women's, above size No. 1	24 cents a pair and 15 per cent ad valorem.	12 cents a pair and 7½ per cent ad valorem.
Girls', Nos. 7 to 1, both inclusive	12 cents a pair and 15 per cent ad valorem.	6 cents a pair and 7½ per cent ad valorem.

Notwithstanding the heavy duty, imports very nearly equal in number those made in this Dominion. In 1910 there were 1,324,477 pairs of shoes made in New Zealand, against 1,081,644 pairs for 1905. There were 74 shoe factories in the country in 1911, giving employment to 2,072 persons.

Poor Quality Has Injured Trade in the Past.

In the past the preferential duty in favor of the United Kingdom and Dominions has made it difficult for American manufacturers to compete, but there has been another matter that has militated greatly against American shoes in this market, and that is the quality of shoes too often sent here—paper heels and inner soles and shoddy stock. I can see no reason why good grades of American shoes should not sell well here, but it may take some effort to introduce them and to convince this market that American shoes are equal to the best.

[Lists of importers and dealers in a position to handle women's and children's shoes may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 64014.]

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Pine wood, No. 17953.—An American consular officer in the Netherlands reports that a business man in that country wishes to buy Oregon pine and pitch pine, on his own account or act as agent. If he buys on his own account, he will pay by 3 months' draft. Correspondence may be in English. References are given.

Hardware, etc., No. 17954.—A firm in England writes an American consular officer that it is desirous of being placed in communication with American manufacturers and exporters of hardware; also enameled goods and glass of all kinds. The firm desires to act as an agent.

Wheat, No. 17955.—An association in Argentina informs an American consular officer that it desires to secure samples and prices of wheat suitable for macaroni. Samples of the grain desired may be examined at the Bureau or its branch offices. (Refer to file No. 64109.) Large quantities are desired.

Pencils, erasers, etc., No. 17956.—An American consular officer in France writes that a firm in his district desires to communicate with American manufacturers of pencils, erasers, paper clips, and adhesive paper for use by photographers.

Chemicals, patent medicines, etc., No. 17957.—An importing company in the Netherlands informs an American consular officer that it desires to purchase chemicals, patent medicines, fancy goods, etc. The firm will consider an agency proposition. Credit terms of 30 days, with a 2 per cent discount, or 3 months net are desired. Correspondence may be in English.

Air-cooling plants, No. 17958.—A merchant in Brazil informs an American consular officer that he is desirous of receiving catalogues from American manufacturers of air-cooling plants. Orders will be placed through a New York City purchasing agent if prices are satisfactory.

Agricultural machinery, No. 17959.—An American consular officer in England reports that a business man in his district desires to receive catalogues and full information relative to agricultural machinery, etc. Prices should be made c. i. f. Piraeus, Greece. References are given.

Druggists' and apothecaries' supplies, No. 17960.—An importing company in the Netherlands writes an American consular officer that it wishes to represent American manufacturers and exporters of tooth brushes, combs, perfumes, soaps, and other druggists' and apothecaries' supplies. Payments will be made against shipping documents accepted on one and three months' time.

Pianos and furniture, No. 17961.—An American consular officer in Brazil reports that a firm of timber dealers in his district desires to establish commercial relations with American manufacturers of pianos and furniture.

Wearing apparel, No. 17962.—An American consular officer in England reports that a firm in his district desires to represent American manufacturers and exporters of gray shirtings, sheetings, etc., suitable for the Red Sea ports, Abyssinia, and East African coast. Reference is given.

Wines and liquors, No. 17963.—An American consular officer in Spain writes that a business man in his district desires to secure the services of an agent in the United States for selling brandies and liquors.

Electrical and optical goods, No. 17964.—A merchant in the Netherlands informs an American consular officer that he desires to purchase electrical and optical goods, electric pocket lamps, etc. A credit term of 3 months, or 30 days with 2 per cent discount, is desired.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Air compressors, No. 2566.—Sealed proposals will be received at the office of the Lighthouse Inspector, Milwaukee, Wis., until August 25, 1915, for furnishing two electrical motor-driven air compressors. Further particulars may be obtained by addressing the above office.

Excavation work, No. 2567.—Sealed proposals will be received at the office of the United States Reclamation Service, Tramway Building, Denver, Colo., until September 8, 1915, for earthwork on about 10 miles of main canal, Fort Laramie unit, North Platte project, Nebraska-Wyoming, involving the excavation of approximately 1,206,000 cubic yards of material. This work is situated near the Bridgeport-Guernsey line of the Chicago, Burlington & Quincy Railway, in the vicinity of Fort Laramie, Wyo. For particulars address the United States Reclamation Service, Washington, D. C., Denver, Colo., or Fort Laramie, Wyo.

Steel cylinder gates, etc., No. 2568.—Sealed proposals will be received at the office of the United States Reclamation Service, Washington, D. C., until September 2, 1915, for furnishing four steel cylinder gates and accessories for the spillway at Elephant Butte Dam, Rio Grande project, New Mexico-Texas. Further particulars may be obtained from the United States Reclamation Service, Washington, D. C., Denver, Colo., or El Paso, Tex.

Repair work, No. 2569.—Sealed proposals will be received at the Interior Department, Washington, D. C., until August 24, 1915, for the furnishing of all labor and material required for rewiring basement rooms and corridors of the General Land Office Building, Washington, D. C., in accordance with plans and specifications, copies of which may be obtained on application to the chief clerk of the department.

Steel cell fronts, etc., No. 2570.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until September 10, 1915, for furnishing and delivering at the United States penitentiary, Atlanta, Ga., steel cell fronts and mechanical locking device for entire cell blocks in west main cell wing of the above-mentioned institution, in accordance with specifications, copies of which may be obtained on application to the Department of Justice.

Panama Canal supplies, No. 2571.—Sealed proposals will be received at the office of the general purchasing officer of the Panama Canal, Washington, D. C., on August 27, 1915, for furnishing, by steamer, free of all charges, on dock at either Colon (Atlantic port) or port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama, the articles hereinafter specified: Engine tires and springs, malleable-iron castings, steel castings, car-repair parts, manganese-steel tumbler, cold shuts, steel boiler tubes, bolts, rivets, stovepipe, cable clips, cable thimbles, twist drills, drill sockets and sleeves, taps, electrical fixtures, electric switches, copper-wire cloth, hooks and eyes, cabin-door hooks, locks, foot bolts, valves, cocks, cock-hole covers, pipe fittings, anchors, band saws, scythe blades, butcher's blocks, water coolers, copper funnels, window glass, tarpaulins, sandpaper, emery cloth, bond paper, beeswax, and lump chalk. Circular No. 959.

Metal work, No. 2572.—Sealed proposals will be received at the office of the lighthouse inspector, Milwaukee, Wis., until August 25, 1915, for furnishing metal work for two steel towers. For blank proposals and particulars address Lighthouse Inspector, Milwaukee, Wis.

Repair work, No. 2573.—Sealed proposals will be received at the office of the lighthouse inspector, Charleston, S. C., until August 20, 1915, for docking the lighthouse tender *Cypress* and making minor repairs. Further particulars may be obtained by addressing the above office.

Submarines, No. 2574.—The date for the opening of proposals for building submarine boats Nos. 62-77, as fixed by the Navy Department's advertisement of May 20, 1915, is changed from August 2 to September 29, 1915, by order of the Secretary of the Navy.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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No. 192 Washington, D. C., Tuesday, August 17 1915

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INCOME OF SWEDISH GOVERNMENT.

[American Chargé d'Affaires Jefferson Caffrey, American Legation, Stockholm, July 20.]

The income of the Government for June and for the first six months of the year shows a decrease from the respective corresponding periods last year, according to figures that have been compiled. The income for June was \$11,528,171, compared with \$13,078,743 last year, while for the six-months period this year the income was \$72,013,928, compared with \$74,881,045 last year. The items included in these receipts were the stamp income and punch tax, customs duties, tax on manufacture of brandy, sugar and malt taxes, and income from State railways.

The income from these same sources, from January 1 to December 31, 1914, was \$149,136,341. The income for 1914 was calculated at \$148,850,000, while the income for 1915 is calculated at \$159,350,000.

MARKET FOR MILK OF MAGNESIA IN MADRID.

[Consul Robertson Honey, Madrid, Spain, July 28.]

Madrid retailers of prepared medicines have stated to the American consul that there is a shortage of milk of magnesia (MgH_2O_2) in the local market, and that the demand therefor is increasing. A brand that retails in New York at \$0.50 and brings \$1.20 in Madrid is well liked here. The import duty is about \$0.20 per avoirdupois pound net weight. Prices c. i. f. are preferred. It will probably prove difficult to do business on a basis of cash against documents.

[A list of Madrid dealers in drugs may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices by referring to File No. 64429.]

MEXICAN TRADE AWAITING PEACE.

[Consul Louis Hostetter, Hermosillo, State of Sonora, Mexico, Aug. 4.]

Under present conditions absolutely nothing is being done in this part of Mexico in any line of work or business. When peace is once more established I believe this section of the country will be in the market for a large amount of material of all kinds. Stocks of all kinds have been depleted and not replaced.

BRITISH COLUMBIA COMMISSION MAKES FARM LOANS.

[Consul R. B. Mosher, Victoria, Canada, July 26.]

At this year's session of the British Columbia legislature, the chief measure passed was the Agricultural Act, providing for an agricultural credit commission for the loaning of money at reasonable rates of interest to persons or associations engaged in developing agricultural holdings.

The commission is composed of a superintendent and four directors. It is declared lawful for it to accept as security for loans, first mortgages upon agricultural land in the Province that is free from incumbrances.

Loans may be made for:

(a) Acquiring land for agricultural purposes and satisfaction of encumbrances on land used for such purposes; (b) clearing of land, draining, dyking, water storage and irrigation works; (c) erection of farm buildings; (d) the purchase of live and dead stock, machinery, and fertilizers; (e) discharging liabilities incurred for the improvement of land used for agricultural purposes, and any purpose intended to increase productiveness of land; (f) any purpose which, in the opinion of the commission, will increase land productiveness; (g) carrying out the objects of any association, subject to approval by order in council as hereinafter provided; (h) taking over, in whole or in part, and with the approval of the lieutenant governor, by order in council, any existing loan by the Crown in right of the Province of British Columbia to any association or any debentures issued by any association.

Limits Placed on Conditions of Loans.

No loan can be granted for less than \$250 nor for more than \$10,000 to any borrower other than an association. If the sum required exceeds the latter amount, sanction of an order in council must be obtained. Loans are limited to 60 per cent of the assessed value of the land or security offered. No loans can be made to members of the commission. Conditions are provided for loans extending either to 36 years and 6 months, 30 years, or 20 years.

Associations that may take advantage of the provisions of the act include: Cooperative farmers' institutes, cooperative women's institutes, fruit growers' associations, agricultural fair associations, British Columbia Stock Breeders' Association, British Columbia Dairymen's Association, and British Columbia Poultrymen's Association.

The act also formulates arrangements for district and central exchanges and provides for the appointment of inspectors of creameries. A provisional board is created to advise the minister on horticultural matters.

Grants on the agricultural account, called for in the estimates for the year ending March 31, 1916, are: Administration outside service, \$20,000; Compensation to owners for tuberculous cattle, \$35,000; Panama exhibit at San Francisco, \$8,000; aid to agricultural associations, \$50,000; aid to farmers' institutes, \$22,500; aid to women's institutes, \$5,000; aid to poultry shows, \$4,000; inspection of nursery stock, trees, plants, etc., \$20,000; suppression of diseases to plants, etc., \$15,000; suppression of noxious weeds, \$5,000; traveling expenses of officers, \$30,000; miscellaneous, \$24,500; total, \$239,000.

NEW LINES OF AMERICAN GOODS FOR COSTA RICA.

[Consul Samuel T. Lee, San Jose, July 15.]

Larger sales of established lines and the appearance of new articles of American manufacture resulted from the trade-extension efforts of the San Jose consulate during the past six months. The report from this office entitled "Portland-Cement Trade in Costa Rica," published in *COMMERCE REPORTS* for February 5, 1915, met with favor in the United States, as evidenced by numerous letters of commendation from leading manufacturers of that product. It is gratifying to report that American cement is now being received in the steel drums described therein and that local importers are pleased with this change.

Carefully prepared commercial replies giving special information and classified lists of importers led to the installation of modern laundry and clothes-cleaning machinery in two plants at San Jose, the introduction of several new brands of beer and new lines of dental creams, the placing of California fruits on sale throughout the country, and marked gains in the sales of jewelry, notions, Pacific coast hops, and footwear. An agency for a well-known make of shoes was established with a reliable local firm.

Personal cooperation with traveling salesmen on arrival at San Jose resulted in the introduction of a leading brand of chewing gum (formerly unknown here and now in great demand) and of a widely advertised American alarm clock, and larger sales of collars, shirts, hosiery, and underwear.

The maintenance of a clasified catalogue file, which is frequently consulted by local tradesmen, has been productive of good results, as shown by increased importations of such American goods as blacking, cutlery, notions, haberdashery, shelf hardware, paints, rugs, linoleum, and office supplies.

WOOL SELLING WITHOUT COMMISSION IN CANADA.

[Consul Samuel C. Reat, Calgary, Alberta, Aug. 6.]

The Alberta Sheep Breeders' Association has just concluded its second annual sale of wool, with a total sale of 95,290 pounds, valued at \$26,517.57. This sale is conducted by the association without any commission. Each contributor must, however, be a member of the Alberta Sheep Breeders' Association, paying an annual membership of \$1. The association is assisted financially by the Alberta Department of Agriculture, and the Live Stock Branch of the Dominion Department of Agriculture supplies without charge to the association an expert grader. The association sent wool bags free to its members and supplied twine at cost and prepaid the local freight to Calgary on shipments. The actual cost of the labor in handling the wool while it was being sorted and loaded on the cars and the insurance is deducted from the price of the wool. By this method buyers are saved the difficulty and expense of collecting the wool from the individual sheepmen and are able to purchase a large quantity ready to ship from one point.

The entire lot of 95,490 pounds of wool offered at this sale was purchased by a concern in Boston at an average price of 22.77 cents per pound.

TUNGSTEN AND OTHER MINERALS OF PORTUGAL.

[Consul General W. L. Lowrie, Lisbon, Portugal, July 14.]

As the result of a special demand for certain classes of minerals, this office has received inquiries concerning the mines of Portugal and the annual output. Wolfram (tungsten) has been in great demand, and as the result of competition of buyers the price has about doubled in the past six months. Sales were made early in the year at 32 to 34 francs per unit. An official publication of the Government Bureau of Mines gives the production of wolfram for 1913 at 753 tons, valued at \$564,000. About 54 tons have been shipped to the United States in the past six months.

Mines Which Are Productive at Present Time.

Although the Government has granted 198 concessions for wolfram mines, the productive ones at present are: Capela do Senhor dos Aflitos, Arouca, Aveiro; Minas de Chieira e Fiveda, Arouca, Aveiro; Teixugueiras, Parada, Braganca; Vale do Milho, Vimioso, Braganca; Fonte do Manso, Covilha, Castelo Branco; Panasqueira, Covilha, Castelo Branco; Cabeco do Seixo, Penamacor, Castelo Branco; Fonte do Seixo, Carvalhal Meao, Guarda; Borralha, Montalegre, Vila Rial; Montado da Adoria, Ribeira de Pena, Vila Rial; Codeceira e Vinheiros, Sabrosa, Vila Rial; Alvaredo e Rebordo Longo e Monte da Fraga, Vila Rial; Encosta de Eirinha and Gavião, Castro Daire, Viseu. Detailed information about these mines is:

Capela do Senhor dos Aflitos: Director, Gustav Thomaz; production, 40.5 tons; exportation, 20.2 of 65 per cent tungsten.

Minas de Chieira e Fiveda: Director, Antonio Ferreira da Silva Barros; exportation, 52 tons of 65 per cent.

Teixugueiras: Director, Paul Bresson; production and exportation, 65 tons of 65 per cent.

Vale do Milho: Director, Gregorio Rola; production and exportation, 1.85 tons.

Panasqueira: Director, G. F. Cooper; production and exportation, 250 tons of 65 per cent.

Cabeco do Seixo: Director, J. P. da Cruz; production, 45.25 tons of 65 per cent; exportation, 35.25 tons.

Fonte do Seixo: Director, Pool da Costa; production, not known; exportation, 11.5 tons of 60 per cent.

Borralha (the largest in Portugal): Director, Paul Mariljon; production and exportation, 361 tons of 65 per cent, valued at \$196,203 (1913).

Montado da Adoria: Director, Gustavo Tomás; production and exportation, 15.9 tons.

Codeceira, Vinheiros, Alvaredo, Rebordo Longo, and Monte da Fraga: Director, Joseph Darnaud; production and exportation, 35.9 tons.

Encosta de Eirinha: Director, Trigueiros Martel; production, not known; exportation, 9.18 tons.

Gavião: Director, Vasco Bramão; production, not known; exportation, 1.85 tons.

Sixteen concessions for wolfram were granted by the Government during 1913. Although some increase in the amount of this mineral produced in the country is probable as the result of high prices and increased demand, engineers do not anticipate any extraordinary development of the mines.

Copper Most Important Mineral Product.

The most important mineral production of Portugal is copper. The total output for 1913 was 547,516 tons, and the exportation

395,890 tons. About 5,000 persons are employed in these mines, which are: S. Domingos, Mertola, Beja; S. João do Deserto and Algarès, Aljustrel, Beja; Umbria das Ferrarias, Barrancos, Beja; Lousal, Grandola, Lisbon; Serra da Caveira, Grandola, Lisbon; Herdade da Tinoca, Arronches, Portalegre; Vale do Bicho, Sever do Vouga, Aveiro.

The production of lead in 1913 amounted to 1.46 tons of galena, averaging 60 per cent. These mines are located in the district of Aveiro.

Tin is found in the district of Bragança, and the production was 260 tons. An American company is engaged in extensive operations on concessions near Guarda.

Iron is mined in Mealhada, Alvito, Moncorvo, and Montemor o Nova. The annual production is 62,167 tons, and none is exported.

The production of the uranium mines in the district of Guarda was 1,266 tons of mineral of 0.5 per cent, 1½ tons of uranium soda, and 186 milligrams of radium bromide—all exported.

An effort is being made to develop the coal mines of the country, which are of very little importance, the annual output being 2,577 tons of anthracite and 25,000 tons of bituminous. Portugal imports more than 1,000,000 tons of coal annually.

LOW CANADIAN RATE FOR GRAVEL AIDS ROAD WORK.

[Consul O. Gaylord Marsh. Ottawa, Canada, Aug. 5.]

Application having been made, in the interest of the good-roads movement, to the Railway Commission of Canada for an order requiring low commodity rates by railway companies for the transportation of gravel for use in road building by the municipalities of Western Ontario, the chief commissioner, after hearing the applicants and the railway companies, says in a decision:

The board can not order the companies to put in unremunerative rates, nor a rate so low as to be unfairly out of line with rates which are necessary to be maintained in order to permit the continuance of satisfactory operation of railways, due regard being had to proper consideration of the value of the commodities shipped and the service performed. * * * While, therefore, I felt that it was impossible for the board to make any order, the board has urged upon the companies the advisability of recognizing a public interest and the benefits which would result to the companies themselves from a proper system of good roads.

I am glad to say that the railways now state that, regarding the question in the light of public policy and the possibility of increased railway business as a result of the added prosperity, and with the understanding that the rates offered are not to be regarded as indicating sufficient rates for similar commercial service, they will carry in the territory in question gravel that the municipalities require at a flat blanket rate of 50 cents per ton for any distance up to and including 50 miles, the rate to be a carload rate and cars to be loaded to their full stenciled carrying capacity; the gravel to be consigned to the clerk of the municipality and to be used for the purpose of road making; and the railway companies to be notified in advance of the number of carloads required, so that special instructions may be issued in each case. It is anticipated that 50 miles will be the maximum haul, but should municipalities at farther distances require the gravel the rate will be scaled down in the usual manner for greater distances.

A noteworthy feature of the decision is the evidence of a cooperative spirit on the part of the railways of Canada.

FOREIGN CONSUMPTION AND SUPPLIES OF COTTON.

There are given below some statistics on the condition of the cotton industry in foreign countries at the end of July, 1915, compared with the corresponding month in 1914. These figures are not complete, but are the only ones available at present. They represent the number of cotton spindles and the percentage of activity during the month, mill consumption of cotton, cotton on hand, and the supplies of cotton goods.

Countries.	Month ended July 30—	Cotton spindles.		Mill consumption of cotton (bales of 500 pounds).	Cotton on hand (bales of 500 pounds).	Cotton goods on hand (value in United States currency).
		Number.	Activity (per cent).			
Brazil	1914	.....	.....	6,000	a 7,514	.....
	1915	.....	.....	3,000	a 4,760	.....
British South Africa	1914	.....	.....	.....	.....	\$7,500,000
	1915	.....	.....	.....	.....	4,000,000
Canada	1914	.....	.....	.....	.....	.....
Maritime Provinces	1914	62,100	65	1,027	3,430	279,495
	1915	62,100	73	1,250	1,594	308,670
Ontario and Quebec b	1914	32,534	63.10	440	489	.....
	1915	38,438	74.63	704	2,038	.....
Chile	1914	.....	.....	.....	.....	4,000,000
	1915	.....	.....	.....	.....	2,500,000
China	1914	824,180	95	75,672	.....	.....
	1915	1,022,952	.....	87,795	.....	.....
Egypt	1914	.....	.....	.....	c 108,357	.....
	1915	.....	.....	.....	c 214,673	.....
France	1914	7,400,000	100	100,000	225,000	.....
	1915	7,400,000	d 90	45,000	(e)	.....
Germany/	1914	10,500,000	92	175,000	2,200,000	250,000,000
	1915	750,000	46	80,000	670,000	100,000,000
Italy	1914	4,570,000	93	60,000	250,000	.....
	1915	4,570,000	94	65,000	450,000	.....
Japan	1914	2,577,342	85	136,542	.....	.....
	1915	2,608,650	86	128,853	.....	.....

a At Rio de Janeiro.

b Nine mills reported out of 20.

c Cotton stock available for export in July; mill position practically unchanged.

d For Normandy.

e Normandy mills supplied for four months.

f Statistics based on estimate.

YEAR'S RECORD OF WORLD'S SHIPS LOST TO COMMERCE.

The number of ships lost to commerce throughout the world is presented in the statistical summary for 1914, prepared by Lloyd's Register, which announces that in the course of the year the gross reduction in the effective mercantile marine of the world amounted to 766 vessels of 1,055,112 tons, excluding all vessels of less than 100 tons. Of this total, 491 were steamers representing 870,662 tons, and 275 sailing vessels, of 184,450 tons. The reduction was due to those lost, broken up, condemned, etc.

The sailing-vessel record is practically the same as in 1913, but the loss to commerce of steamers represented a total of 338,000 tons higher than for the preceding year.

The losses involved are but a small percentage of the full mercantile marine of all countries, the figures of which for 1914 were: Steamers, 24,444, tonnage, 27,987,782; sailing vessels, 6,392, tonnage, 3,685,675; steamers and sailing vessels, 30,836, tonnage, 31,673,457.

NOTTINGHAM'S EXPORTS TO UNITED STATES.

[Consul C. M. Hitch, Nottingham, England, July 23.]

A comparison of the total value of the exports from Nottingham, England, to the United States for the quarter ended June 30, 1915, with the corresponding quarter last year shows a decrease of \$38,367, to which may be added the items of paint, ale, and rottenstone, all of which are included for the first time in this year's Nottingham returns, as a result of the recent closing of the consular agency at Derby, which has hitherto reported them, bringing the total decrease to about \$59,300, or about $3\frac{1}{2}$ per cent.

The principal decreases are: Cotton lace, \$273,063; cotton veiling, \$10,108; lace curtains, \$12,375; warp machinery, \$7,517; woolen underwear, \$15,752; woolen hosiery, \$4,409. The decreased figures in cotton lace and veiling are attributed to lack of American orders, while the decreases in machinery and woolen goods are due to the fact that the manufacturers of these classes of goods are filling Government orders.

Partly offsetting the decreases are these increases: Cotton nets, \$107,427; silk nets, \$50,801; cotton yarn, \$24,972; linen piece goods, \$31,350; union piece goods, \$13,310; rabbit skins, \$16,639; pickled and raw sheep skins, \$26,820.

Demand for Goods by American Buyers.

The large and steady demand by American buyers for all kinds of nets has caused the large increase in net exports. The increases in linen and union piece goods are attributed to various local houses securing large orders from the States, purchasing in other parts of Great Britain and Ireland, and then shipping them from here. The other increases, in rabbit skins and pickled and raw sheep skins, are due to the closing of markets on the Continent, sellers having entered the American market instead. This is also the case with the items of horsehair, leather chamois, and glue.

The total value of exports from Nottingham to the United States for the quarter under consideration, according to invoices certified at the American consulate, was \$1,704,678, while the amount for the corresponding quarter in 1914 was \$1,743,045. Exports to the Philippine Islands decreased from \$10,176 to \$5,377.

Exports from Leicester Consular District.

The declared export returns of the consular district of Leicester, England, show a decrease of \$90,518, or almost 60 per cent in comparison with the returns for the corresponding period of 1914.

The increases, especially in the items of furniture (cane) and hatbands, are due to larger orders being placed by American buyers. One firm in this district is among the largest manufacturers of hatbands in the world. The other large increase, namely, in wool, is due to the fact that the shippers have exported this raw wool to the United States to have it made into manufactured goods and shipped back to this country.

Exports from the Leicester district to the United States for the quarter ended June 30, according to invoices certified at the American consulate, were \$61,625, compared with \$152,143 for the corresponding quarter in 1914.

AMERICAN PORTS IN FOREIGN TRADE.

The rank of the different domestic ports in handling the unprecedented foreign trade of the United States in the fiscal year ended June 30, 1915, is indicated by the following compilation prepared by the Bureau of Foreign and Domestic Commerce of the Department of Commerce. It shows that 10 districts handled 85 per cent of the total trade. New York alone is credited with 48 per cent, having increased its leadership during the year. In 1914, 45 per cent passed through its customhouse.

The following table shows the total trade of the 10 leading customs districts, as indicated by the commerce passing through the customhouses at their leading ports, with comparisons covering the fiscal years 1914 and 1915. The low position of certain great centers of trade and industry is due to the fact that imports destined for consumption in their area are to a large extent credited to the exterior ports of first arrival, while exports the product of one locality are often sold first to other domestic jobbing centers or forwarded to agents located on the seaboard or frontier where, upon shipment abroad, they are credited in the official trade accounts. Chicago, St. Louis, Cleveland, Kansas City, Los Angeles, Portland, Oreg.; Minneapolis, St. Paul, Louisville, Indianapolis, Omaha, Pittsburgh, and other great trade centers fall within this class.

Ports and districts.	Total foreign trade.		Imports.		Exports.	
	1914	1915	1914	1915	1914	1915
New York.....	\$1,905,000,000	\$2,125,000,000	\$1,040,000,000	\$931,000,000	\$885,000,000	\$1,194,000,000
New Orleans.....	283,000,000	289,000,000	89,000,000	80,000,000	194,000,000	209,000,000
Boston.....	226,000,000	260,000,000	160,000,000	158,000,000	66,000,000	107,000,000
Galveston.....	268,000,000	240,000,000	12,000,000	10,000,000	256,000,000	230,000,000
Philadelphia.....	161,000,000	184,000,000	96,000,000	73,000,000	65,000,000	81,000,000
San Francisco.....	130,000,000	158,000,000	67,000,000	76,000,000	63,000,000	82,000,000
Baltimore.....	144,000,000	157,000,000	34,000,000	25,000,000	110,000,000	132,000,000
Detroit.....	129,000,000	143,000,000	26,000,000	25,000,000	103,000,000	118,000,000
Seattle-Tacoma.....	110,000,000	136,000,000	55,000,000	68,000,000	55,000,000	68,000,000
Buffalo.....	118,000,000	105,000,000	30,000,000	31,000,000	88,000,000	74,000,000
Total, 10 districts.....	3,474,000,000	3,777,000,000	1,609,000,000	1,472,000,000	1,865,000,000	2,305,000,000
Total, all other ^a	785,000,000	666,000,000	285,000,000	202,000,000	500,000,000	464,000,000
Grand total..	4,259,000,000	4,443,000,000	1,894,000,000	1,674,000,000	2,365,000,000	2,769,000,000

^a The constituent districts are shown in the table below.

Trade of Other Districts.

The following table shows the commerce of American ports or districts having each a foreign trade of less than \$100,000,000:

Ports and districts.	Total foreign trade.		Imports.		Exports.	
	1914	1915	1914	1915	1914	1915
Norfolk-Newport News.....	\$33,000,000	\$96,000,000	\$7,000,000	\$7,000,000	\$26,000,000	\$89,000,000
Savannah.....	117,000,000	78,000,000	6,000,000	3,000,000	111,000,000	75,000,000
St. Lawrence River ports.....	36,000,000	60,000,000	52,000,000	28,000,000	34,000,000	32,000,000
Chicago.....	48,000,000	53,000,000	39,000,000	29,000,000	9,000,000	24,000,000
Vermont ports.....	51,000,000	47,000,000	22,000,000	18,000,000	29,000,000	29,000,000
Dakota.....	46,000,000	36,000,000	10,000,000	11,000,000	36,000,000	25,000,000
Port Arthur.....	26,000,000	30,000,000	2,000,000	1,000,000	24,000,000	29,000,000
Maine and New Hampshire ports.....	16,000,000	28,000,000	9,000,000	8,000,000	7,000,000	20,000,000
Mobile.....	58,000,000	26,000,000	7,000,000	5,000,000	51,000,000	21,000,000

Ports and districts.	Total foreign trade.		Imports.		Exports.	
	1914	1915	1914	1915	1914	1915
Tampa, Jacksonville, and Pensacola	\$52,901,000	\$25,070,000	\$10,070,000	\$7,007,000	\$42,000,000	\$18,070,000
Portland, Oreg.	18,000,000	23,070,000	4,000,000	3,000,000	14,000,000	20,000,000
Ohio (Cleveland-Toledo)	30,000,000	21,000,000	12,000,000	8,000,000	18,000,000	13,000,000
El Paso, Tex.	10,000,000	17,000,000	7,000,000	9,000,000	3,000,000	8,000,000
Charleston, S. C.	27,000,000	16,000,000	6,000,000	3,000,000	21,000,000	13,000,000
Duluth	18,000,000	16,000,000	5,000,000	6,000,000	13,000,000	10,000,000
North Carolina, Wilmington	29,000,000	13,000,000	4,000,000	2,000,000	25,000,000	11,000,000
Honolulu, Hawaii	7,000,000	10,000,000	6,000,000	6,000,000	1,000,000	4,000,000
Porto Rico ports	13,000,000	10,000,000	4,000,000	3,000,000	9,000,000	7,000,000
Rochester	10,000,000	8,000,000	4,000,000	3,000,000	6,000,000	5,000,000
Arizona	23,000,000	8,000,000	16,000,000	5,000,000	7,000,000	3,000,000
Los Angeles	7,000,000	7,000,000	5,000,000	5,000,000	2,000,000	2,000,000
St. Louis	10,000,000	6,000,000	10,000,000	6,000,000	.....	.....
Laredo, Tex.	10,000,000	6,000,000	5,000,000	4,000,000	5,000,000	2,000,000
Minnesota (except Duluth)	6,000,000	4,000,000	6,000,000	4,000,000	.....	.....
Connecticut	5,000,000	4,000,000	5,000,000	4,000,000	.....	.....
Montana and Idaho	6,000,000	4,000,000	3,000,000	2,000,000	3,000,000	2,000,000
Eagle Pass, Tex.	6,000,000	3,000,000	5,000,000	2,000,000	1,000,000	1,000,000
Pittsburgh	3,000,000	2,000,000	3,000,000	2,000,000	.....	.....
Rhode Island	2,000,000	2,000,000	2,000,000	2,000,000	.....	.....
Wisconsin	3,000,000	2,000,000	3,000,000	2,000,000	.....	.....
Alaska	2,000,000	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Omaha	1,000,000	1,000,000	1,000,000	1,000,000	.....	.....
Louisville	1,000,000	1,000,000	1,000,000	1,000,000	.....	.....
Indianapolis	1,000,000	1,000,000	1,000,000	1,000,000	.....	.....
All other ports	2,000,000	1,000,000	2,000,000	1,000,000	.....	.....

*Include Denver, \$500,000 imports in 1914, \$300,000 in 1915; Iowa, \$30,000 in 1914, \$200,000 in 1915; Utah and Nevada, \$100,000 in 1914 and 1915; and Tennessee, \$500,000 in 1914, \$100,000 in 1915.

Those interested in the particular lines of merchandise handled at any given port will find that information in "Commerce and Navigation of the United States." That book is on file at leading public depositories and is for sale by branch offices of the Bureau of Foreign and Domestic Commerce at New York, Boston, Chicago, St. Louis, New Orleans, Atlanta, San Francisco, and Seattle, and by the Superintendent of Documents, Washington, D. C., for \$1.

GAME PLENTIFUL IN BRITISH COLUMBIA.

[Consul General R. E. Mansfield, Vancouver, Canada, Aug. 2.]

Reports from the game wardens from various parts of British Columbia, especially in the Grand Forks and Greenwood districts, are to the effect that deer are so plentiful this season that it is reminiscent of early days in the Province, before the miners and others nearly exterminated the game and the Government had to provide laws for the protection of the herds of wild animals. It is also reported that coyotes have multiplied in proportion with the deer, which form a large part of their food, in spite of the bounty of \$3 a head which the Government pays for their destruction.

From the Kootenay district comes good reports as to the caribou, which are said to be very plentiful in the Selkirks. Owing to their later arrival this season the first reports given out were very pessimistic, but when the herds began to arrive they were found to be much larger than in any previous year. The mild winter of the past season and the absence of heavy snowfalls in the mountains were favorable to an increase in the number of herbivorous wild animals in the Province, and hunters are rejoicing in the prospects of unusually good sport when the season opens this fall.

CANAL TRAFFIC FOR FISCAL YEAR.

[Panama Canal Record for Aug. 4.]

At the close of business on June 30, 1915, was completed the fiscal year which included all of the period during which the canal has been opened to commercial traffic of oceangoing ships. This period, from August 14, 1914, to July 1, 1915, was 10½ months, or seven-eighths of a calendar year.

During this period the canal was used by 1,088 vessels, having aggregate gross and net tonnage of 5,416,787 and 3,843,035 tons, respectively, Panama Canal measurement, and carrying a total of 4,969,792 tons of cargo. The movement of 4,969,792 tons of cargo in 10½ months is at the rate of 5,679,762 tons in a full calendar year; or 473,313.5 tons per month; or 15,530.6 tons per day.

The number of vessels passing through the canal in each direction and the tons of cargo handled, by months, since the opening of the canal to commercial traffic (not including the barge traffic prior to August 15) were:

Month.	Eastbound.		Westbound.		Total.	
	Vessels.	Cargo, tons.	Vessels.	Cargo, tons.	Vessels.	Cargo, tons.
August	13	49,106	11	62,178	24	111,284
September	27	141,762	30	180,276	57	322,038
October	44	168,099	40	253,283	84	421,387
November	54	206,510	38	242,291	92	448,801
December	43	179,235	57	271,219	100	450,454
January	44	208,082	54	240,925	98	449,007
February	39	150,967	53	276,078	92	427,065
March	57	217,447	80	417,610	137	635,057
April	59	237,384	60	285,457	119	522,841
May	67	246,534	75	332,174	142	578,708
June	83	320,619	60	282,561	143	603,180
Total	530	2,125,735	558	2,844,057	1,088	4,969,792

Five Great Trade Routes.

Of the 983 vessels which were laden, all but 27 were plying over the five following great trade routes: The coastwise route of United States trade, a route between Europe and the west coast of the United States and Canada, a route between Europe and South and Central America, one between the Atlantic coast of the United States and the Pacific coast of South and Central America, and one between the United States and Australia, New Zealand, and the Far East. These routes were used by nearly 97 per cent of the vessels carrying cargo. The 3 per cent of loaded vessels which were not plying over these routes consisted principally of naval auxiliaries carrying coal to undetermined destinations, fishing vessels, and several vessels carrying lumber and sugar over unusual routings.

The United States coastwise route was used by 335 vessels, with total net tonnage of 1,305,291, carrying 1,846,658 tons of cargo. With reference to the total traffic, both laden and ballast vessels, this was 30.7 per cent of all vessels using the canal, 36.5 per cent of the net tonnage, and 37.1 per cent of the cargo.

The route between Europe and the west coast of the United States and Canada was used by 142 vessels (13.05 per cent of all), with net tonnage of 528,079 tons (13.7 per cent of all), carrying 834,899 tons of cargo (16.8 per cent of all).

Traffic between Europe and South and Central America, including those vessels plying between the Atlantic terminus of the canal and west coast ports, which carried cargo moving between Europe and South and Central America, engaged 155 vessels (14.2 per cent), with net tonnage of 428,224 (11.14 per cent), carrying 503,672 tons of cargo (10.13 per cent).

Traffic between South and Central America, including likewise the vessels terminating their voyages at one of the canal ports but moving their cargo over this route, engaged 206 vessels (18.93 per cent), with net tonnage of 707,463 (18.4 per cent), carrying cargo amounting to 947,871 tons (19.07 per cent).

The route between the Atlantic seaboard of the United States and the Far East, including Australia and New Zealand, engaged 118 vessels (10.84 per cent), with net tonnage of 488,517 (12.7 per cent), carrying 725,712 tons of cargo (14.8 per cent).

The vessels without cargo or in ballast, numbering 105, had an aggregate net tonnage of 306,086. This was 9.65 per cent of all vessels and 7.96 per cent of the entire net tonnage. The average cargo of the laden vessels was 5,055.7 tons. The average of cargo among all the 1,088 vessels, laden and in ballast, was 4,567.8 tons.

Principal Commodities Composing Cargoes.

The principal commodities passing through the canal, with the quantities moving in each direction, from August 14, 1914, to July 1, 1915, were:

Articles.	Atlantic to Pacific.	Pacific to Atlantic.	Total.
	Tons.	Tons.	Tons.
Nitrates.....	411	651,537	651,948
Sugar.....	21,088	277,776	298,864
Coal.....	279,064	7,500	286,564
Petroleum, refined.....	220,229	32,199	252,428
Wheat.....	7,583	222,689	230,272
Barley.....		204,751	204,751
Manufactured goods of iron and steel.....	196,234	53,968	250,202
Lumber.....	2,325	179,341	181,666
Iron ore.....	2,200	53,904	56,104
Railroad material.....	56,106		56,106
Flour.....	3,811	50,283	54,094
Copper.....	2,810	46,989	49,799
Cotton, raw.....	44,781	4,065	48,846
Canned goods.....	6,955	40,043	46,998
Machinery.....	32,788	954	33,742
Oils, crude.....	3,731	26,863	30,594
Tin.....	24,280	6,304	30,584
Coffee.....	2,718	27,168	29,886
Manufactured goods, miscellaneous.....	24,990	2,011	27,001
Cacao.....	203	26,725	26,928
Wool.....	5	24,531	24,536
Cement.....	22,637		22,637
Iron.....	21,198		21,198
Copper ore.....		20,740	20,740
Coke.....	20,444		20,444
Vegetable oils.....	5,221	13,395	18,617
Textiles.....	15,647	1,075	16,722
Wines.....	686	12,537	13,223
Cresote.....	12,851		12,851
Chemicals.....	10,302	1,909	12,211
Skins and hides.....	3	11,360	11,363
Rice.....	1,037	8,643	9,680
Wire fencing.....	8,636		8,636
Seed.....	23	7,160	7,183
Beans.....	237	6,877	7,114

The total of the foregoing is 3,056,382 tons, which is 61½ per cent of the total cargo (4,969,792 tons) passing through the canal to July

1, 1915. The cargo listed as "general cargo" and the foregoing together constituted over seven-eighths of the total traffic. The remaining one-eighth was made up of about 100 different articles.

Nationalities of Vessels—Tolls.

Vessels of 15 nations passed through the canal in the period under consideration. According to nationality, the American vessels led with 471, but this number is only 7 more than the 464 British. Norwegian vessels numbered 41; Chilean, 35; Danish, 24; Swedish, 18; Dutch, 7; Japanese and Russian, 6 each; Peruvian, 4; French and Honduran, 3 each; Italian, Nicaraguan, and Panaman, 2 each.

The tolls levied during the fiscal year, not including \$80,873 levied on vessels of the United States Government, amounted to \$4,343,383. The current expenses for operation and maintenance during the fiscal year were \$4,112,550. The excess of toll earnings over expenses was, accordingly, \$230,833. These figures, however, do not take into account the depreciation of plant, except in a few cases of relatively slight importance, and do not consider the interest on the money invested or a charge to amortize the debt, and a considerable part of the tolls will be refunded on account of the ruling that the tolls shall not be greater than the equivalent of a charge of \$1.25 per net ton on the basis of measurement for registry in the United States. This will wipe out the present profit.

The earnings by months during the year were: July, \$7,598; August, \$88,402; September, \$266,513; October, \$375,787; November, \$381,533; December, \$410,044; January, \$419,037; February, \$383,905; March, \$560,785; April, \$442,415; May, \$547,055; June, \$541,182.

LENGTH OF LINES IN PRIMARY TRIANGULATION.

COMMERCE REPORTS of August 10, 1915, contained an interesting article by Consul General R. E. Mansfield, at Vancouver, British Columbia, in regard to a line 135 miles in length in the triangulation of Canada, which is stated to be perhaps the second longest line ever measured in triangulation.

In the primary triangulation of the United States Coast and Geodetic Survey on the Transcontinental Arc extending from the Atlantic to the Pacific Oceans, and in California, a number of lines of greater length were determined. The longest line is that from Toiyabe Dome, Nev., to Ragged Peak, Nev., about 227 miles in length. This, however, was observed only in one direction. The line from Mount Shasta, Cal., to Mount Helena, Cal., is 192 miles in length, and the line from Mount Ellen, Utah, to Mount Uncompahgre, Colo., is 183 miles in length. In one triangle formed by Wheeler Peak, Nev., Mount Nebo, Utah, and Pilot Peak, Nev., the sides are respectively 148, 148, and 141 miles in length. The line from Mount Conness, Cal., to Mount Diablo, Cal., is 142 miles in length, that from Mount Helena, Cal., to Round Top, 142 miles, and that from Mount Lola, Cal., to Mount Diablo, Cal., 136 miles in length.

In the trigonometrical survey of India the positions of mountain peaks were determined at distances of over 200 miles.

ESTIMATE OF CANADIAN GRAIN PRODUCTION.

[Consul Henry P. Starrett, Fort William, Ontario, Aug. 9, 1915.]

From a careful inquiry into the subject it appears that there are wide differences of opinion as to the estimated total production of grain in the Canadian west. These differences have been due largely to the varying weather conditions which have been experienced during the growing season, especially on account of the long, cold spring, followed by unusually wet weather later in the season. During the last two weeks, however, a period of high temperatures and dry weather has encouraged the belief that the crop as a whole will be fully up to the expectations of the optimists.

On that basis the present day estimate is that the total for all grains will reach 325,000,000 bushels, the predictions for wheat having ranged from 200,000,000 to 260,000,000 bushels, but now estimated to be about 240,000,000. Of the total grain crop, it is stated that some 75,000,000 bushels will be left in the West for feed, seed, and manufacture; that 250,000,000 will be available for lake shipment; that approximately 100,000,000 will be held in eastern Canada for domestic consumption; and that from 130,000,000 to 150,000,000 bushels will be available for export purposes.

[Consul Julius D. Dreher, Toronto, Aug. 11.]

Great Damage to Crops in Ontario.

The Provincial Minister of Agriculture estimates the loss to the crops in Ontario by the recent storms and rains at \$20,000,000. The wheat crop, which is not relatively important in this Province, has suffered most, the greater part of the crop being damaged after being cut to such an extent that it will be unfit for milling purposes. Owing to the storms and smut the large oats crop will be reduced about 25 per cent. The loss to barley, another important crop in Ontario, will not be great. The hay crop, which is the most valuable field crop, amounting to more than \$50,000,000 a year, has suffered considerably, but as the first crop was light and the second promises to be large, the average of the two may be up to last year's yield. The potato crop has been damaged considerably, owing to blight caused by too much wet weather. Some idea of the unusual weather conditions prevailing last week may be gained from the fact that the rainfall in one period of 24 hours at Toronto amounted to 3.75 inches, the total annual average precipitation in Ontario being less than 30 inches.

SHIP MOVEMENTS IN LAS PALMAS.

[Consul George K. Stiles, Tenerife, Canary Islands, July 16.]

During June 213 steamers entered the port of Las Palmas, Grand Canary, having a total displacement of 526,224 tons. Classified according to nationality, the vessels numbered: Spanish, 80; English, 69; Greek, 17; Norwegian, 14; Dutch, 6; Swedish, 6; Italian, 6; French, 5; Danish, 5; Belgian, 4; Brazilian, 1.

Sailing vessels carrying cargo numbered 145, with a tonnage of 6,556 tons, and all carried the Spanish flag.

AMERICAN TRADE IN COPPER.

The imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan during the week ended Aug. 7, 1915, were as follows:

IMPORTS.

Countries.	Ore, matte and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	Pounds.		Pounds.	
Spain.....			1,343,609	\$253,965
Canada.....	99,020	\$14,435	182,493	31,635
Newfoundland.....	134,885	26,977		
Cuba.....	752,640	85,718		
Chile.....	4,676,991	559,235	497,688	89,668
Peru.....	112,692	20,285	569,554	102,530
Venezuela.....	223,795	38,987		
Japan.....			334,035	64,171
Total.....	6,000,023	745,637	2,927,379	541,960

DOMESTIC EXPORTS.

Countries.	Pigs, ingots, bars, plates, and old, etc.		Countries.	Pigs, ingots, bars, plates, and old, etc.	
	Pounds.			Pounds.	
France.....	2,822,027	\$523,124	Colombia.....	7,348	\$1,411
Italy.....	224,059	45,930	Peru.....	1,439	302
Norway.....	70,908	13,490	Venezuela.....	541	119
England.....	3,427,144	635,733	British East Indies.....	9,141	1,862
Scotland.....	228,992	43,802	Dutch East Indies.....	55,885	10,503
Canada.....	47,683	8,189	New Zealand.....	1,271	261
Central America.....	110	24	Philippines.....	5,423	1,067
Mexico.....	4,897	439			
Cuba.....	8,651	1,749	Total.....	6,919,599	1,288,844
Brazil.....	4,080	739			

FOREIGN VESSELS ADMITTED TO AMERICAN REGISTRY.

During the week ended August 14, 1915, there were admitted to American registry under the act of August 18, 1914, 2 vessels, freight steamers, of a total tonnage of 7,771 gross, as follows:

Spyros Vallianos, 4,471 gross, formerly Greek *Spyros Vallianos*.

San Mateo, 3,300 gross, new vessel, built at Belfast, Ireland, 1915.

The *Spyros Vallianos* is owned by the American Transatlantic Co. (Inc.) and the *San Mateo* by the San Mateo Steamship Corporation, both of New York.

Under date of August 9 last the Bureau reported 149 vessels of 527,071 gross tons admitted to American registry under the act of August 18, 1914, during the fiscal year ended June 30, 1915. This should be corrected to read, 148 vessels, 523,361 gross tons, as the steamer *Communipaw*, 3,710 gross tons, was not provisionally registered until July 8, 1915. With the latter vessel included in the number admitted to date since June 30, 1915, the total so far for the present fiscal year is 8 vessels, 29,134 gross tons.

BRESLAU AND POSEN STREET CAR RECEIPTS.

[Consul Harry G. Seltzer, Breslau, Germany, July 22.]

The total passenger receipts of the Electric Street Railway Co. of Breslau for June, 1915, were \$23,310, as against \$25,126 for May, 1915, and \$24,353 for June, 1914. For the six months ended June 30, 1915, the total receipts were \$124,256, as compared with \$132,654 for the same period in 1914.

The total receipts of the Posen street railways for June, 1915, were \$32,419, as against \$30,110 for June, 1914. For the six months ended June 30, 1915, the receipts were \$174,375, as compared with \$163,023 for the same period in 1914.

Both of these street railways are municipally owned and operated. There is also a privately owned street railway in Breslau whose financial statement has not been announced.

The regular fare for one continuous ride, with transfer privileges to other branches of the same line, is \$0.0238. Dogs are permitted to ride with passengers, but full fare must be paid. Commutation rates of \$7.14 per adult person per year are also used. Every month these passengers secure a stamp similar to a postage stamp which is placed in a book for that purpose and which must be shown by each passenger as he enters the car. Other passengers are given a ticket when the fare is paid. These tickets must be held in readiness for the controller, who may board the car at any time or place. There are no registers to "ring up" the fares.

Each car is permitted to carry 21 passengers inside, 6 on the front platform, and 7 on the rear platform. Strap hanging is an unusual occurrence. Since the opening of the war about half of the conductors are women.

AUSTRIA REGULATES ALCOHOL MANUFACTURE.

[Consul General Albert Halstead, Vienna, July 15.]

Austria has prohibited, under an imperial decree of June 30, the establishment and operation of new nonagricultural distilleries, which are subject to a consumption tax under the laws of 1888 and 1889. The construction and operation of new alcohol refineries is also prohibited. In existing plants that make alcohol, and in agricultural distilleries as well, neither alterations nor enlargements may be made which would result in a larger production of spirits than was permitted prior to the promulgation of the decree.

Apparatus capable of producing pure spirits direct from the mash and plants for refining spirits in agricultural distilleries are classed as spirit refineries. Agricultural distilleries are those which produce alcohol from such raw products as potatoes and other farm products—a kind of distillery that is not very common in the United States. An exception is made so that plants that have been destroyed may be reconstructed. Authority is granted to the Minister of Finance, in cooperation with the Ministers of Commerce and Agriculture, to make exceptions to the newly established rules, if the total output or market conditions make such exceptions necessary.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Liquid soap containers, No. 17965.—A business man in Brazil informs an American consular officer that he desires to import revolving liquid soap containers. Correspondence should be in Portuguese.

Chemical apparatus, No. 17966.—An American consular officer in England reports that a firm in his district desires to communicate with American manufacturers of cheap metal chemical apparatuses, such as retort stand clamps, crucible tongs, cork borers, cork-borer sharpeners, etc. Catalogues and full information should be sent at once.

Netting, No. 17967.—A firm in Brazil informs an American consular officer that it desires to import netting similar to the sample which may be examined at the bureau or its branch offices. (Refer to file No. 64105.) The firm states that it wishes to place an order for 1,000 yards of this material, which should be 165 inches in width and weigh about 41 grams to the square meter. References are given.

Oils, greases, etc., No. 17968.—An American consular officer in the Netherlands reports that a business man in that country desires to buy, on his own account, lubricating oils and greases, white mineral oil, cottonseed and linseed oil, rosin, and turpentine. Correspondence may be in English. References are given.

Hosiery and underwear, No. 17969.—An American consular officer in Ireland reports that a manufacturers' agent in his district desires to represent American manufacturers of hosiery, underwear, and gloves for women. Low and medium priced grades are desired. References are given.

Typewriters, No. 17970.—A firm in China informs an American consular officer that it desires to represent American dealers in rebuilt typewriters. An exclusive agency is desired.

Safety pins, etc., No. 17971.—An American consular officer in the Netherlands states that a firm in his district desires to represent American manufacturers and exporters of advertising calendars, fleeced goods, safety pins, rubber goods, etc. Payments are to be made in 30 days with a 2 per cent discount, or 3 months net.

Glass, No. 17972.—An importer in Portugal informs an American consular officer that he desires to receive catalogues and descriptive matter relative to glass for making glass chimneys, etc. Prices should be quoted f. o. b. New York. Correspondence may be in English.

Leather, No. 17973.—A furniture manufacturer in Brazil writes an American consular officer that he desires to import leather for upholstering furniture. Correspondence should be in the Portuguese language. Reference is given.

Wood, No. 17974.—An American consular officer in the Netherlands writes that a business man in that country wishes to represent American manufacturers and exporters of all kinds of American wood. He desires to receive shipments on consignment.

Wire gauze, No. 17975.—The manager of a leading Portuguese paper informs an American consular officer that he is in the market for wire gauze, type 75, for a continuous paper-manufacturing machine. Dimensions: 10.4 m. circumference and 1.7 m. wide. Correspondence should be in Portuguese or French.

Electric motors, No. 17976.—An established firm in Norway informs an American consular officer that it desires to represent American manufacturers of electric motors.

Linseed oil and turpentine, No. 17977.—An American consular officer in the Netherlands writes that a firm in his district desires to buy linseed oil and turpentine. Quotations should be made c. i. f. destination. Payment will be made against shipping documents in the foreign port.

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FURTHER CHANGES IN BRITISH EMBARGO LIST.

[Cablegram received from Consul General Skinner, London.]

The following is a summary of the most recently reported changes in the list of articles under embargo in the United Kingdom: Hosiery needles, formerly prohibited to all destinations, may now be exported to British possessions; mercury is prohibited to all destinations; in the list of exports prohibited to all destinations other than British possessions the new item, "mercury compounds and preparations other than nitrate of mercury," is substituted for the former heading "mercury salts and preparations," and caustic soda and sodium are added; the list of exports prohibited to all foreign countries in Europe other than France, Italy, Russia, Spain, and Portugal is increased by the following items: Acetic acid, antimony, antimony compounds except sulphides and oxides, copper compounds except copper nitrate (formerly prohibited to all destinations), copper iodide, sulphate and suboxide (formerly prohibited to all destinations other than British possessions), sodium cyanide, and sodium sulphide.

GOOD PRODUCTION IN LYON SILK FACTORIES.

[Vice Consul John J. Ernster, Lyon, France, July 27.]

Some of the Lyon silk manufacturers are said to have not only equaled but also surpassed one-half of the total receipts for normal times during the 12 months that have elapsed since the beginning of the war, according to an article appearing in the "Bulletin des Soies et des Soieries." The writer says that the factories have in this period exercised all means to keep up a certain activity, which, he says, seems to have developed a most satisfactory result through the collaboration of all the silk manufacturers. These producers, it is said, now have customers who were unknown to them previously, and who are expected to continue to favor them with their orders.

The light tissues, such as crêpe, muslin, shawls, small taffetas, and satins, as well as velvets and tussur, were particularly in favor. The figures for Swiss exportation during the first half of 1915 show only a small difference from those of 1914.

SOUTH RUSSIAN GRAIN SITUATION.

[Commercial Attaché Henry D. Baker, Petrograd, June 22.]

I have just returned from a visit to Odessa, where I had an interview with the secretary of the Odessa Committee of Trade and Manufactures concerning the conditions now prevailing in the grain trade. It was stated that the total quantity of all kinds of grain in the port of Odessa was not more than 29,800 short tons, but that the quantity of the last crop of grain on hand in the country, which might eventually be exported through Odessa, amounted to 900,000 to 1,050,000 tons.

The stocks of wheat and rye now on hand at Odessa are somewhat smaller than during the two previous years, whereas stocks of barley and corn appear much larger. The explanation given was that the Russian Government has purchased large quantities of wheat and rye, whereas barley and corn have not been similarly purchased and could not be exported by the usual route.

Stocks of Grain at Odessa.

The stocks in Odessa in June of the last three years of the four most important grains were as follows: Wheat, 3,870 short tons in 1913, 3,060 tons in 1914, and 2,700 tons in 1915; rye, 3,600 tons, 90 tons, and 54 tons in the respective years; barley, 2,340 tons, 900 tons, and 14,400 tons; corn, 3,960 tons, 1,260 tons, and 7,920 tons.

In normal times the stocks of wheat in June in Odessa would represent the entire amount of wheat harvested in the districts tributary to Odessa, because all the grain of the old crops would have been shipped out from the country estates and farms where grown to Odessa. At the present time, however, the granaries of estates and farms are overloaded with grain left over from the last crop. The grain can be moved only within the limits of the same district, but not from one district to another, the object of such restriction being to prevent speculation.

Grain Conditions Satisfactory—Heavy Export Movement Unlikely.

It is understood that growers of wheat and rye in the black-earth country of South Russia have not been subjected to any embarrassment in consequence of not being able to ship from Odessa this year. The demand from Russia itself has proved unexpectedly large. Moreover, the banks have assisted the farmers and estate owners to hold unsold portions of their grain. There has been no need for sacrifice sales, and the prices paid have been satisfactory.

It was further mentioned that if the route through the Dardanelles should be opened, probably no heavy over-sea export movement from Odessa would develop suddenly. Even though stocks of old wheat in the country, together with wheat to arrive from the new crop, might seek such outlet for exportation. The necessity of holding back large supplies as food, together with the fact that the freight service of the railways is largely given up to military work, would make any rapid movement of wheat to Odessa unlikely. Moreover, as the financial position of Russia makes it desirable that existing high prices for grain should be fairly well upheld, since grain is Russia's best cash asset, the Government would probably discourage any sudden heavy export movement such as might tend seriously to depress the world's wheat markets.

Grain-Exporting Ports of South Russia.

Exports of grain from Odessa have varied considerably during the last 10 years, but the average has been about 1,350,000 tons. Odessa was at one time the chief grain-exporting port of South Russia, but it has been losing ground in recent years to Nikolaief and Kherson, near-by ports of the Black Sea, and to Rostof, on the Sea of Azof. Last year Nikolaief exported about 30 per cent more grain than Odessa, while Rostof exported about the same quantity as Odessa, and Kherson not much less.

BURMA'S IMPORTATION OF SOAP.

[Consul M. K. Moorhead, Rangoon, July 5.]

During the year ended December 31, 1914, 9,843,904 pounds of soap, valued at \$534,450, were imported into Rangoon, as compared with 10,455,536 pounds, valued at \$528,310, in 1913. There was thus an increase in value of \$6,140, but a decrease in quantity of 611,632 pounds. In 1914 imports from the United Kingdom formed 97 per cent of the total; those from the United States consisted of only 5,936 pounds, valued at \$1,890, most of which was toilet soap. Other countries participating in the trade were:

Kinds of soap.	1913		1914	
	Pounds.	Value.	Pounds.	Value.
Laundry	9,527,728	\$440,040	9,072,784	\$454,490
United States	3,360	230	224	30
United Kingdom	9,519,888	439,480	9,084,562	453,170
Toilet	679,728	72,480	550,480	64,842
United States	12,320	4,510	5,488	1,820
Austria	8,960	2,070	12,650	2,450
Belgium	5,936	1,032	784	150
Germany	27,104	4,570	9,408	1,870
Netherlands	6,264	830	11,536	2,040
United Kingdom	612,752	17,700	508,928	55,890
Other	111,104	8,400	98,112	8,400
United States	5,936	90	224	30
United Kingdom	110,544	8,310	97,888	8,360
Imported from United Kingdom and foreign countries.	10,318,560	520,920	9,721,376	527,730
Imported from other parts of India	138,976	7,390	122,528	6,720
Total	10,455,536	528,310	9,843,904	534,450

British Competition—Local Representation.

Lever's British-made soap has become so well established in Burma that it will be difficult for other manufacturers successfully to compete without extensive advertising. A considerable amount of common yellow laundry soap is sold in the native bazaars. This soap is imported by wholesale commission agents for the small native dealers.

American manufacturers wishing to enter this market should appoint a Rangoon agent, to whom a liberal allowance should be made for advertising and the distribution of free samples.

[A list of Rangoon wholesale commission agents and retailers (department stores and druggists), who handle soap, may be obtained upon request from the Bureau of Foreign and Domestic Commerce. In asking for these addresses refer to File No. 64441.

The soap trade of India is discussed in much detail in the chapter on Soaps, Toilet Preparations, and Laundries, that is incorporated in the Handbook on India recently issued by the Bureau of Foreign and Domestic Commerce. Copies of the Handbook may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from any of the branch offices of the Bureau of Foreign and Domestic Commerce; price, \$1.]

SMALLER OUTPUT OF BRITISH CYCLES.

[Consul C. M. Hitch, Nottingham, July 23.]

The manufacture of bicycles was begun in Nottingham about 25 years ago and has been of steady and continuous growth. There are several large firms engaged in the business, and it is estimated that 20 per cent of the total output of Great Britain is manufactured in Nottingham. The two other leading centers are Coventry and Birmingham.

This industry in Nottingham gives employment to about 2,000 people. The bicycles for the most part are made throughout and not merely assembled from component parts made up by different specialists. The good roads of England, Scotland, and Wales have played an important part in the development of the cycle industry in this country. The use of bicycles is not confined to men and boys, but they are used almost as extensively by girls and young women. The price of the British-made bicycle ranges from \$25 to \$75.

Motorcycles are also very popular in England, but on account of the price they are not so extensively used. The side-car attachment to the motorcycle has attained wide popularity in this section. Motorcycles range in price from \$135 for the lightweight, 2½-horsepower, to \$375 for the twin-model, 8-horsepower, four-speed, and belt drive. A motorcycle with side car averages about \$410.

Decreased Production—Stocks Depleted.

Since the outbreak of the European war many English firms engaged in the manufacture of bicycles and motorcycles have been using a portion of their plants for the production of munitions, and in consequence the output of cycles has gradually decreased, until at present not more than 50 per cent of the normal production is being maintained. Those firms that are endeavoring to continue in the business say it is impossible to get sufficient steel and leather on account of the large quantities of these materials required by the Government. Scarcity of skilled labor is another factor that must be reckoned with.

A canvass of the retail establishments of Nottingham revealed the fact that their stocks are being rapidly depleted, and with little prospect of having them replenished. The manager of one of the principal retail stores, which has heretofore carried not less than 100 bicycles in stock, stated that he only had 7 wheels on hand and did not know when he would be able to get any more.

Deliveries Should Be Arranged for Now.

An article in the July 21 issue of the leading newspaper of Nottingham stated:

It is probable that the already stinted supplies of British cars and cycles will fall off very rapidly and that none but foreign and secondhand cars will be procurable within a month or two. People who are likely to be in real need of cars or motorcycles during the remainder of the year should waste no time in arranging for delivery, so far as it is possible to do so. The various agents still hold a limited stock of new and secondhand vehicles, but it is extremely doubtful whether these stocks, when exhausted, will be replenished until after peace returns.

In the six months ended June 30, 1915, there were imported into the United Kingdom 41 bicycles, as compared with 185 and 196 in

the first half of 1914 and 1913, respectively, and 2,318 motor cycles, against 1,910 and 1,161.

In January-June, 1915, there were exported from the United Kingdom 32,809 bicycles of British manufacture, against 72,927 and 78,023 in the corresponding months of 1914 and 1913, and 4,734 motor cycles, against 10,818 and 8,677.

Only 5 foreign bicycles were shipped from the United Kingdom in the first half of 1915, contrasted with 45 in January-June, 1914, and 32 in the corresponding months of 1913; but the number of reexported motor cycles (203), while less than in the first half of 1914 (312), was 4 in excess of the January-June, 1913, shipments.

EARNINGS OF SPANISH RAILWAY COMPANIES.

[Consul Robertson Honey, Madrid, Spain, July 26.]

The Madrid Revista de Economia y Hacienda publishes the gross earnings of the 21 railway and tramway companies of Spain during the first part of 1915 and compares them with those for the corresponding periods in 1914. A synopsis of its figures is here given in pesetas, the value of which has fluctuated from about \$0.185 to \$0.205 during the period named:

Groups.	1914	1915	Groups.	1914	1915
3 companies (Jan. 1 to July 10).....	19,229,935	19,750,657	1 company (Jan. 1 to May 31).....	2,276,403	1,953,677
1 company (Jan. 1 to July 7).....	73,808,888	73,514,244	1 company (Jan. 1 to Apr. 30).....	1,454,325	715,853
13 companies (Jan. 1 to June 30).....	80,224,637	79,708,440	1 company (Jan. 1 to Mar. 31).....	140,529	148,901
1 company (Jan. 1 to June 26).....	1,791,548	1,451,056	21 companies from Jan. 1.....	178,926,565	177,247,833

While the first and last of these items show increases for the present year, the total for the 1915 period is below that for the corresponding time in 1914, the increases being more than counterbalanced by the decreases.

ADDITIONAL COAL CONVEYERS FOR CANAL.

[Panama Canal Record, Aug. 4.]

For the further extension of the coaling facilities at the canal, four more motor-driven conveyers, similar to the four now in service, are on the way to the Isthmus from the United States, and a project has been approved by which several berths at the commercial piers at each terminus will be fitted with booms for using the conveyers in unloading cars into ships' bunkers. The four conveyers now in service are used on barges, and bunker vessels at dock from the offshore side. The new equipment will make it practicable to bunker vessels from both sides while they are discharging cargo. It is proposed to install conveyers on both sides of Pier 8 at Cristobal, two on the front of wharf No. 9, and two on each side of Pier 7 when constructed. They will unload from a special type of car, consisting of a Lidgerwood flat car built up with 5-foot sides and ends, forming a compartment 38 feet long that will hold 45 to 50 tons of coal.

CHINESE INDIGO AVAILABLE.

[Commercial Agent Thomas H. Norton.]

The present scarcity of dyestuffs in this country is felt most keenly in the matter of "blacks" and "blues." In fact, were the demands for fast shades of these two colors adequately met, nine-tenths of the burden of anxiety weighing upon the managers of American textile mills would disappear. The arrangements now made upon an exceptionally large scale by the leading American manufacturer of coal-tar dyes to furnish a fast "direct black" will contribute vastly to mitigate the acuteness of the situation, especially as increased quantities of aniline available for the direct dyeing of aniline black are now made in newly erected works.

The Indigo Problem.

The indigo problem becomes, however, more serious each day. Small amounts of synthetic indigo are currently received from Switzerland. Central America contributes a slight quantity of natural indigo, and it is likewise shipped to a very limited extent from Manila, Java, and India. The total receipts from these various sources constitute, however, but a relatively insignificant fraction of the customary supply of indigo ordinarily consumed by our textile and other industries. The "blues" available for cotton by improved methods of applying and fixing logwood are assuming increased importance, especially for denims and allied classes of goods. It takes time, however, to accustom dyers to any such radical alteration in routine methods as that involved in a change from indigo to logwood.

Chinese Indigo for Export.

Under these circumstances any additional source of indigo, no matter how limited, possesses importance. The American consulate general at Hongkong reports that stocks of Chinese indigo are now available at that port, and that additional quantities can be secured from interior points in China. It would appear that the production of natural indigo has been notably stimulated of late in Southern China, and that despite the total elimination of Germany's ordinary supply of synthetic indigo to China there is a limited amount of the native product available for exportation. This condition is somewhat surprising in view of the fact that China's normal annual imports of synthetic indigo from Germany are nearly \$7,000,000 in value, and constitute 64 per cent of the latter country's exports of the dye.

The Chinese indigo brought to Hongkong is shipped in cases of about 80 pounds each. It is in the form of thick paste. The current price per pound at Hongkong is 7.9 cents in gold. Prices at interior points in China are about 15 per cent less.

Value of Chinese Indigo.

Samples of Chinese indigo sent to the Bureau of Foreign and Domestic Commerce have been submitted to careful tests regarding the amount of pure indigo (indigotin) present, based upon a comparison of the tinctorial effects produced, with the results obtained from equal amounts of normal 20 per cent synthetic indigo paste. These tests show that the Chinese article contains about 1 per cent of pure indigo.

In order to measure the actual commercial value it must be borne in mind that for every pound of pure indigo present there are 99 pounds of inert matter to be transported. Current commercial samples of the leading grades of natural indigos contain the following percentages of the pure dye:

Java, 68 per cent; Bengal blue, 59 per cent; Bengal red, 56 per cent; Oude, 44 per cent; Kurpah blue, 55 per cent; Kurpah red, 45 per cent; Madras, 35 per cent; Guatemala, 47 per cent.

The wholesale prices of indigo in the New York market have increased during the past year, as follows:

Varieties.	Price per pound.	
	July, 1914.	Aug. 2, 1915.
Natural indigo:		
Bengal, various grades.....	\$0.67 to \$0.95	\$3.00 to \$3.50
Kurpah.....	.50 to .60	
Madras.....	.58 to .65	.93 to .95
Guatemala.....	.65 to .80	3.00 to 3.50
Synthetic indigo, 20 per cent paste.....	.18 to .20	.65
Indigotin.....	.95 to 1.80	2.50

It is evident from current quotations that the actual value of Chinese indigo delivered in New York can not much exceed 3 cents per pound. With the steady rise in price this possible Chinese source of the dyestuff should not be lost from view.

DEPARTMENTS COOPERATE IN FISHERIES WORK.

Two lines of work in which the Bureau of Fisheries of the Department of Commerce is engaged, according to the latest announcement from that bureau, are being carried on in cooperation with two separate bureaus of the Department of Agriculture. With the Bureau of Entomology of the Department of Agriculture it is conducting a field investigation of the rôle played by fishes in controlling the abundance of mosquitoes. Unusual facilities for this work are afforded by a large plantation on the Mississippi River in Louisiana, where the Bureau of Entomology has already established a laboratory and living quarters.

The Bureau of Fisheries also has under way a plan, jointly with the Forest Service, to provide a more systematic distribution of desirable fishes, chiefly trouts, in the forest reserves of the Rocky Mountain region. The forestry inspectors are in a position to make valuable reports on the needs of their districts, and the Bureau of Fisheries states that the subordinates of the inspectors have shown much zeal and fortitude in transporting consignments to remote and almost inaccessible points.

The Bureau looks for notable results from this distribution within the next few years. One of the fish-distributing cars has been assigned to this work as an adjunct of the Leadville, Colo., hatchery and will be employed during the remainder of the calendar year in distributing black-spotted, brook, and rainbow trout.

ROCK ASPHALT IN PHILIPPINES.

[J. F. Boomer, correspondent, Manila, July 12.]

The chemical analyses have been completed upon representative samples of the deposit of rock asphalt discovered by the division of mines, Bureau of Science, in Leyte, and the results justify the hopes already expressed [see *COMMERCE REPORTS* for July 22, 1915] that this material would prove suitable for paving.

Samples of the poorer rock, according to analyses just completed, contain 6 per cent of bitumen. The average rock contains from 7 to 9 per cent bitumen, and rich portions near the base of the deposit contain as much as 62 per cent bitumen. The analyses show, further, that the bitumen consists largely of asphaltene, and that the proportion of paraffin, a constituent which is undesirable in asphalt for paving, amounts to less than one-half of 1 per cent of the total bitumen. The results of the analyses tend to remove the doubt which has been felt as to the possibility of using the Leyte rock asphalt for paving. The purer bitumens in Leyte, associated with the rock asphalt, are known to be high in paraffin and to form brittle solids unsuitable for pavement, but the rock asphalt itself appears to be free from these objections and to be very similar, so far as analyses reveal its character, to rock asphalts which are successfully used for paving in the United States and Europe.

It is probable that a trial pavement will be constructed from the Leyte rock asphalt, upon which observations can be made to determine absolutely the suitability of this material for paving. If the results of this experiment are favorable, it ought to be possible to use the Leyte rock asphalt in paving the streets of Manila and other Philippine cities, and the deposit, consequently, assumes considerable importance.

The chemical investigation of other bituminous materials in Leyte also shows that valuable products, such as lubricating oils, kerosene, and even some gasoline, can be distilled from a bitumen-clay mixture which is present in an apparently large deposit. These results indicate the possibility of establishing a distillation industry similar to the distillation of kerosene shale in Scotland and in New South Wales, Australia.

The character and quantity of the distillation product obtained from the Leyte material compares favorably with the results of commercial distillation in these other countries. The distillation of kerosene shales in Scotland has been carried on for many years, and in New South Wales Government aid in the form of a bounty or premium on the products of distillation has led to a considerable growth of shale distillation in that country in recent years. It is hoped that the Leyte deposits can be utilized in the same manner.

Bohemian Hop-Crop Outlook.

Under date of July 14, Consul Wallace J. Young, of Carlsbad, reports that the stand of new hop vines in that section of Bohemia is most satisfactory, and that with a continuance of favorable weather there will be an excellent crop and an early one.

CANADIAN OFFICIALS INSPECT NEW YORK ROADS.

[Consul Frank C. Denison, Prescott, Ontario, Aug. 2.]

Interest has been added to the good-roads movement, which is slowly developing in this section, by an excursion of Ottawa city officials to Ogdensburg and Malone, N. Y., on an inspection tour of the New York State highways. Fourteen high-power automobiles were used in transporting the party of about 50 persons, among them a member of the Ontario Parliament, the mayor, city council members, and others.

The party arrived at Prescott on Tuesday, July 27. The mayor and councilmen of this place accompanied them, going by ferry, to Ogdensburg, where a reception committee welcomed them, taking them out on the Morristown State road. Different stages of macadam and concrete work were inspected, as well as the completed work.

Banquet Tendered to Visiting Party.

At Ogdensburg a lunch was served by the Century Club, after which the party left via Canton and Potsdam for Malone, N. Y. At the latter place a banquet was tendered by officials. The next day was devoted to the study of highway construction, and Thursday the return trip was made.

As a result of the New York tour, all were agreed in the belief that there was great need of improvement in Canadian roads.

An up-to-date highway from Prescott to Ottawa has been discussed, but with some opposition. Among those who made the trip were some who had opposed this project but were converted into favoring it. One plan suggested to pay the expense of a little more than 50 miles of the road is for the Ontario Government to assume one-third, the city of Ottawa one-third, and the municipalities through which the road would pass the balance.

It has been felt for some time that with an excellent highway from Prescott to Ottawa there would be a far greater number of tourists visit the latter city, as it is situated just about the right distance from the New York State roads to make an interesting trip. The inspection tour was successfully carried out by the Prescott-Ottawa Highway League and the Ottawa Valley Motor Association.

CIRCULAR TO THE HEMP TRADE.

The Bureau of Insular Affairs at Washington is in receipt of the following cablegram from the Governor General of the Philippine Islands, reading as follows:

During last month Government fiber inspectors inspected and stamped 90,310 bales abaca, as follows: A, 953; B, 1,640; C, 3,030; D, 4,511; E, 7,331; S-1, 1,988; S-2, 2,102; S-3, 1,063; F, 10,696; G, 3,028; H, 1,993; I, 10,903; J, 14,258; K, 4,534; L, 14,332; M, 6,627; strings, etc., 1,321. During July Government fiber inspectors inspected and stamped 6,240 bales maguey, as follows: 1, 92; 2, 3,310; 3, 2,471; D, 367.

Merchandise marks, patents, trade-marks, tariffs, etc., are fully described in the new India Hand Book, \$1 per copy, from the Superintendent of Documents, Washington, or the branches of the Bureau of Foreign and Domestic Commerce.

CONSTRUCTION WORK ABROAD.**BOLIVIA.**

[Board of Trade Journal, July 29.]

La Quiaca-Tupiza Railway.

It is reported that a contract has recently been drawn up for the construction of the proposed railway from La Quiaca to Tupiza. [Notice of the call for bids for the construction of this line appeared in Daily Consular and Trade Reports for Nov. 8, 1913.] The contractors are a well-known French firm, whose representative is shortly expected to arrive at La Paz to sign the contract, a clause of which provides that all material and machinery used in the construction and working of the railway shall be French.

When this line is completed it will only be necessary to construct the section between Kilometer 89 on the Uyuni-Tupiza Railway and Tupiza itself in order to bring Buenos Aires into direct railway communication with La Paz.

CHINA.

[National Review, Shanghai, July 17.]

Chefoo-Weihsien Railway.

In response to the request of the Central Government the Directors of the Chinese Chamber of Commerce at Chefoo are consulting the leading merchants at Chefoo, Tsinan, Chowtsun, and other cities in Shantung, in order to find out what amount is likely to be subscribed toward the building of the proposed Chefoo-Weihsien Railway. It is understood that the Government intends to make the line a semi-official one, half the required capital being subscribed by the Chinese merchants in Shantung and the remainder by the Ministry of Communications. Chinese reports state that the Chefoo Chamber of Commerce at first approached the leading British merchants of that port, but the Japanese opposed this on the ground that if foreign capital is required for this railway, the preference must be given to the Japanese.

Lumber Enterprise in Manchuria—Light Railway.

The manager of a certain lumber company has submitted a petition to the Ministry of Agriculture and Commerce requesting permission to start a lumber company in Manchuria. The petitioner informs the ministry that there are large forests in the Sungari and Yalu Valleys which cover an area of thousands of li, but the regions being very hilly a successful enterprise can not be launched without the construction of a light railway to cost \$2,000,000. This sum, though large, will be richly repaid by the large profits, which are estimated at \$8,000,000 annually.

NETHERLANDS.

[Consul Frank W. Mahin, Amsterdam, July 22.]

North Sea Canal Improvements and Defense Works.

A bill has been introduced in the Netherlands Parliament, of which the passage seems beyond doubt, to construct a new lock and new defensive works at the entrance to the North Sea Canal.

The proposed new lock will be 1,181 feet long, with passageway 131 feet wide, and water depth of 46 feet. A description of this lock is supplemented with the statement that these respective dimensions are greater than those of the Panama Canal.

The North Sea Canal is also to be widened for $1\frac{1}{2}$ miles from the locks by the construction of a new branch canal. This will diverge from the present canal and run parallel and near it the distance stated to the new lock. The branch canal will probably be somewhat wider than the present canal, which is about 320 feet wide in that section. The branch will be along the north side of the canal, where are now stretches of small trees, shrubs, and sand dunes, principally used for hunting pheasants and rabbits.

Besides this widening of the canal toward the entrance the project includes deepening it all the way to Amsterdam—15 miles. Its present depth is about 30 feet. The proposed depth is 44 feet. The harbor just outside the locks is also to be made deeper and more spacious.

It will take about seven years to complete these constructions and improvements. They will cost nearly \$6,000,000, of which the city of Amsterdam will probably pay about a third, the Province of North Holland about 6 per cent, and the Netherlands Government the rest.

As these betterments would greatly increase the value and importance of the North Sea Canal, stronger defenses are deemed necessary. Accordingly a second fort at the entrance is projected, equipped with guns and other armament of the latest designs, for both offense and defense, in possible conflict with either hostile land forces or battleships. The cost of this new fort is estimated at 6,000,000 florins (\$2,412,000).

PANAMA.

[Consul William H. Gale, Colon, Aug. 4.]

Concession Granted for a Gas Plant in Colon.

The municipality of Colon has granted a 25-year concession to the Colon Gas Co. (capital, \$500,000) to build and operate a gas plant [reference to which was made in *COMMERCE REPORTS* for July 3 and 17, 1915]. The chief aim of the company is to supply cheap fuel for cooking and other domestic purposes in place of charcoal and wood now used by the inhabitants. In order to introduce this gas, the company promises to install free of charge, wherever required, gas stoves of any selected design, made of Russian hammered steel, with nickel-plated knobs and bars.

The plant will be built of reinforced concrete and structural steel and will be fireproof. Two gasometers will be made of steel, with a concrete foundation. Even the smokestack will be of concrete. Construction of the plant and laying the pipes is expected to be begun in October next. It is estimated that there will be about 10 miles of gas mains.

Further information in regard to the plans of the company may be had from Starr & Reed, Morris Building, Philadelphia, or Mr. S. P. Vecker, Key West Gas Co., Key West, Fla.

REPORT OF ONTARIO'S UNEMPLOYMENT COMMISSION.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, July 30.]

Recently a report from the Ontario commission on unemployment was published, covering employment offices, vocational guidance, and industrial insurance. The commission is to continue its work, make further recommendations, and publish a volume of evidence, but the recommendations made in the present report indicate that already much has been done in the construction of a definite labor policy.

It is recommended that a provincial department of labor be created either as a separate bureau or in connection with an existing department of the Ontario Government. Another recommendation is that a provincial system of employment offices be established in seven urban centers, and that these offices be under a provincial commission composed of not more than eight members (of whom two shall be women), upon which workmen and employees shall be fairly represented, the members of which shall be paid their traveling expenses and work without salary, with the deputy minister of the provincial department of labor as chairman of such commission.

The other recommendations are that in all cases of strikes or lockouts the employment offices should remain neutral and notify applicants for work when such strikes and lockouts are in progress.

Vocational Training—Unemployment Benefits.

The second part of the report deals with the relation of employment to the schools and makes important recommendations in the matter of vocational training, raising the school age by a year, with certain choice of training or occupation left to the parent.

The third part of the report deals with insurance against unemployment. It states at the outset that the average number continuously employed during 1913 by 651 manufacturing establishments was 78,038. During 1914 the number was reduced 14 per cent. "It is found," say the commissioners, "that the extent of industrial unemployment during 1914 equaled the full working time of at least 20,000 persons." It is recommended that financial assistance be given by the Government of Ontario to those voluntary associations of workmen that undertake to provide unemployment benefits for their members; also, that the assistance to such associations equal 20 per cent of the sums disbursed by them in unemployment benefits under regulations approved by the provincial actuary and sanctioned by the lieutenant governor in council.

Under the scheme proposed the largess of the Government would be extended only to members of labor unions who have kept up their dues.

OUTLOOK FOR OLIVE CROP AT NICE UNFAVORABLE.

[Consul William Dulany Hunter, Nice, France, July 28.]

The present outlook of the olive crop in this district for the spring of 1916 is less favorable than that of last month. The young fruit has fallen from the trees, as a result of storms, and the development of the olives that remained on the trees has been slow.

It is recognized by olive growers that after the trees have yielded an abundant crop the following year is generally a poor one, and although last year's crop was not a good one the abundance of fruit on the trees up to the winter months would have produced an exceptionally good crop but for the unfavorable weather and insect pests.

JAPANESE COMMERCIAL NOTES.

[Extracts from Japan Chronicle for July 13, by Consul George N. West, Kobe.]

Paper-Pulp Manufacture Started.

Paper mills are doing a satisfactory business, but are suffering from the scarcity of imported pulp, which is still indispensable in Japan for the production of the finer qualities of paper. As a result some Japanese paper firms have started the manufacture of pulp. The Oji Paper Mill led the way in Sakhalin, the place best suited for the purpose in Japan. The Tokyo Asahi states, however, that other mills have had difficulty in securing suitable sites, with the result that they are still incapacitated from undertaking the preparation of pulp on any large scale. The pulp made in Sakhalin is said to be superior to the Canadian product.

Dyestuff Situation.

Although the stoppage of imports from foreign countries resulted in most extravagant prices being quoted for dyestuffs, recent imports from China and the proposed commencement in this country of the manufacture of some kinds of dyestuffs have combined to moderate the market in an appreciable degree. The Department of Agriculture and Commerce has not yet come to any decision as to how many companies should be allowed to be established for the manufacture of dyestuffs. Three thousand tons of benzol and 82,100 tons of coal tar constitute the total quantity of crude materials obtainable in the country, according to the Yorodzu; but of that quantity of coal tar 24,000 tons are turned out by the Edamitsu Iron Foundry and are supplied exclusively to the Seimitsu Kogyo Kaisha, of Osaka, leaving 58,000 tons for dye manufacturers.

New Glycerin Project.

It is reported that Mr. Inaba Junkichi, of the Osaka Glycerine Co., and several soap manufacturers of Osaka have under contemplation a plan to establish a company with a capital of \$100,000 for the manufacture of glycerin under the protection of a Government subvention.

NEWFOUNDLAND AGAIN EXPORTING LUMBER.

[Canadian press dispatch from St. Johns, Newfoundland, Aug. 13.]

The lumber export trade from this colony, which has been almost nonexistent for the past few years, has been brought into prominence again by conditions growing out of the war. A great demand has developed in Great Britain, not only for pit props for the collieries, but for lumber for general purposes. Lumbering concerns throughout the island, which have been operating entirely for the local trade, have decided to go into the export business on an extended scale.

The export of pit wood alone for the year is estimated at 200,000 tons. A regular fleet of steamers has been engaged for several months in transporting this material from Newfoundland and eastern Canada. The British collieries having been unable to secure their regular supply from Europe because of the closing of the Baltic Sea and the lumber requirements in France.

During the past 10 years most of the soft-wood logs cut in the colony and not needed for local construction have been sent to the pulp mills for use in the large paper-making industry, which has grown up during that period.

STAMPED ENVELOPES FOR FOREIGN POSTAGE.

Few firms in the export trade realize that the United States Post Office Department offers for sale 5-cent stamped envelopes for use in sending letters abroad. Their purchase and use would largely correct the short-paid postage evil, which inflicts on the foreign merchant double penalty postage on so many American letters. These 5-cent stamped envelopes, in either white or amber color, may be obtained at post offices throughout the United States at the following rates:

Lots.	Printed.		Unprinted.		Lots.	Printed.		Unprinted.	
	No. 3— 34 by 54	No. 5— 34 by 64	No. 3— 34 by 54	No. 5— 34 by 64		No. 3— 34 by 54	No. 5— 34 by 64	No. 3— 34 by 54	No. 5— 34 by 64
1,000	\$51.20	\$51.24	\$50.96	\$51.00	15	\$0.77	\$0.77	\$0.77	\$0.77
500	25.60	25.62	25.48	25.50	14 .....	.72	.72	.72	.72
250	12.80	12.81	12.74	12.75	13 .....	.67	.67	.67	.67
100	6.12	6.13	6.10	6.10	12 .....	.62	.62	.62	.62
50	2.56	2.57	2.55	2.55	11 .....	.57	.57	.57	.57
25	1.28	1.29	1.28	1.28	10 .....	.52	.52	.51	.51
24	1.23	1.23	1.23	1.23	9 .....	.47	.47	.46	.46
23	1.18	1.18	1.18	1.18	8 .....	.41	.41	.41	.41
22	1.13	1.13	1.13	1.13	7 .....	.36	.36	.36	.36
21	1.08	1.08	1.08	1.08	6 .....	.31	.31	.31	.31
20	1.03	1.03	1.02	1.02	5 .....	.26	.26	.26	.26
19 .....	.98	.98	.97	.97	4 .....	.21	.21	.21	.21
18 .....	.93	.93	.92	.92	3 .....	.16	.16	.16	.16
17 .....	.88	.88	.87	.87	2 .....	.11	.11	.11	.11
16 .....	.82	.82	.82	.82	1 .....	.06	.06	.06	.06

Printing.—The above prices in the “printed” column include printed return cards, either blank (“office request”) or special; but special return cards, including the purchaser’s name and address, are only printed on orders for 500 or a multiple of 500 envelopes.

PHILIPPINE WOODS IN CHINESE MARKET.

Believing that China presents a market of splendid possibilities for those Philippine woods that can be produced in large regular quantities, the Bureau of Forestry of the insular government at Manila is making a systematic effort to popularize them in the Republic. Panels have been prepared representing the species most important in the export trade, including red and white lauans, apitong, palo-sapis, lumbayao, yacal, tanguile, pagatpat, and guijo.

One face of each panel is polished, to show its natural color and grain, and the reverse is finished plain. To each panel is attached a label, in Chinese and English, stating the qualities of the wood—strength, durability, hardness, etc.—and the uses to which it is specially adapted. One set of these panels goes to the Nanking Chamber of Commerce (the principal members of which have shown themselves eager to obtain supplies of Philippine woods) and another to the Chinese Import & Export Lumber Co. It is expected that this demonstration of the beauty and other admirable characteristics of the Philippine woods will result in a marked increase in demand.

[Information in regard to Philippine woods may be obtained from the monographs “Lumbering Industry of the Philippines” and “Philippine Markets for American Lumber” (Special Agents Series No. 88 and No. 100, respectively), obtainable for 5 cents each from the Superintendent of Documents, Washington, D. C., or from the branch offices of the Bureau of Foreign and Domestic Commerce, and from articles published in *COMMERCE REPORTS* for Nov. 3, 1914, and June 29, 1915.]

NEW GOVERNMENT PUBLICATIONS.

The Superintendent of Documents, Washington, D. C., announces that he received in stock during the week ended August 14 the following new United States Government publications of a business character, which he will sell at the nominal prices affixed:

The Northern Pacific Route, Geological Survey Bulletin 611.—One of the series of transcontinental guidebooks issued by the Geological Survey, giving geological description of points of interest, travel guide maps, and other information. Price, \$1.

Mine Gases, Report of the Committee on Resuscitation from, Mines Bureau Technical Paper 77, reprint.—Describing the various forms of asphyxiation, with manual methods of artificial respiration, mechanical devices for artificial respiration, experiments with commercial devices for artificial respiration, Dr. Metzger's mechanical method of artificial respiration, with recommendations. Price, 5 cents.

Mine-Rescue Breathing Apparatus, Use and Care of, Miners' Circular 4.—Covering types of breathing apparatus, tests, care of apparatus, qualifications of rescue men, mine-rescue training, etc. Price, 5 cents.

Rural Schoolhouses and Grounds, Education Bureau Bulletin 12, 1914, reprint.—Extensive work with photographs and detailed drawings, with articles on conditions and opportunities in rural education, location, plans, hygiene, sanitation, etc., for rural schoolhouses and grounds. Price, 50 cents.

Construction of Concrete Fence Posts, Farmers' Bulletin 453, reprint.—Covering materials for making concrete molds for the posts, reinforcement, concrete, building the fence, etc. Price, 5 cents.

Grades for Commercial Corn, Department of Agriculture Bulletin 168.—Covering classification and size of samples, moisture tests, and description of apparatus used. Price, 5 cents.

Cotton Warehouses: Storage Facilities now available in the South, Department of Agriculture Bulletin 216.—General discussion of warehouse facilities and its importance, also distribution of warehouses in various States, covering plan, equipment, cost, and quality of service. Price, 5 cents.

NIAGARA FALLS, ONTARIO, HAS NEW LIGHTING SYSTEM.

[Consul James H. Goodler, Niagara Falls, Aug. 4.]

A new street-lighting system for this city is inaugurated this evening. There are 101 lights in all. Each standard carries a lamp of 1,000 candlepower, 25 volts, and 20 amperes. This system is known technically as the "series system," with alternating current of $7\frac{1}{2}$ amperes and cable circuit. At the top of each standard there is a "compensator," which changes the current of $7\frac{1}{2}$ amperes to one of 20 amperes. Two-thirds of a horsepower is needed for each light.

The standards are about 12 feet in height. Twenty-three thousand feet of No. 6 iron-armored cable have been laid in the conduits for the transmission of the current.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 403 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Manila ropes, No. 17978.—A Portuguese commission firm informs an American consular officer that it is in the market for manila ropes of various sizes. Samples of 2-inch circular ropes of various qualities offered are desired. The rope should be packed in coils of 120 fathoms. Quotations should be made per hundredweight f. o. b. American port or, preferably, c. i. f. destination. The firm wishes to buy about \$5,000 worth of this material. Cash will be paid against documents through a foreign bank. Correspondence may be in English. Bank reference is given.

Electrical supplies, technical instruments, etc., No. 17979.—An American consular officer in the Netherlands states that a firm in his district desires to represent American manufacturers of electric motors, telephones, geometrical and other technical instruments, materials for glass covering, and office furniture.

Toys, razors, lawn mowers, etc., No. 17980.—A manufacturing firm in southern France desires to establish commercial relations with American manufacturers and exporters of electrical toys, razors, lawn mowers, etc. Catalogues, correspondence, etc., should be in French.

Iron ware, brushes, fancy articles, etc., No. 17981.—A merchant in the Netherlands writes an American consular officer that he desires to represent American manufacturers and exporters of iron ware, fancy articles, brushes, leather, tailors' supplies, etc.

Textiles, No. 17982.—An American consular officer in France reports that a business man in his district desires to purchase bronze and aluminum powders. He desires to pay cash. Correspondence may be in English.

Thorium nitrate, No. 17983.—A firm in England writes an American consular officer that it desires to be placed in communication with American manufacturers and exporters of thorium nitrate suitable for the manufacture of incandescent mantles.

Textiles, No. 17984.—An American consular officer in the Netherlands reports that a business man in that country wishes to form connections with American manufacturers of cotton embroideries, woolen serges and chevots, and printed shirtings and satens. He is willing to buy on his own account or act as agent. If buying on his own account, he desires a 30-day credit term or will make payments against shipping documents. Correspondence may be in English.

Sanitary supplies, etc., No. 17985.—A firm in France writes an American consular officer that it desires to purchase on a cash basis sanitary appliances, plumbing supplies, bathtubs, lavatories, etc. Correspondence should be in French.

Hardware, etc., No. 17986.—An American consular officer in Great Britain writes that a company in his district desires to hear from American manufacturers and exporters of wire hauling ropes, guide ropes, vulcanized fiber goods, chalk packing, india-rubber hose, buckets, hinges, carbons for arc lamps, varnishes, and drier materials.

Stationery, office supplies, etc., No. 17987.—A firm in France informs an American consular officer that it desires to establish commercial relations with American manufacturers and exporters of stationery, office supplies, fountain pens, thumb tacks, etc. Purchases will be made on a cash basis. Quotations should be made to include all charges to final destination. Correspondence should be in French.

Potato cutter, No. 17988.—The commercial attaché of the Department of Commerce in France writes that a business man in that country desires to make arrangements for the sale and manufacture of a machine which he has invented for cutting potatoes. A copy of his letter, together with descriptive literature, may be examined at the bureau or its branch offices.

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No. 194 Washington, D. C., Thursday, August 19 1915

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ROUTES AVAILABLE FOR EXPORTS FROM RUSSIA.

[Cablegram from American Embassy, Petrograd.]

For small parcels, not contraband, Tornea-Bergen is the best route for exports from Russia; for large consignments, Archangel-New York. Fourteen days is the time for the regular service. The steamers of the Russian American Line sail every 11 days. Train connections in Russia are uncertain; it will probably take about a week to go from Moscow to Archangel. The Vladivostok route is longer. The Archangel route is not closed by ice till January.

[Cablegram from Consul General John H. Snodgrass, Moscow.]

The best available route for exports from this section of Russia is Archangel. Small packets are sent via Sweden. Some shipments from the Volga and all from Siberia go via Vladivostok.

CONDENSED MILK COMBINATION IN SOUTH AFRICA.

[British and South African Export Gazette, August, 1915.]

Condensed milk is in great demand throughout South Africa, and supplies reaching ports are irregular and limited. The trade is entirely in the hands of the combination which controls this article of food. There are special discounts granted on rebates at the end of a season, and as deliveries are made on a quotation which includes duty paid from the central warehouse in all large centers, this makes it difficult for independent lines to secure good business. Merchants are, however, extremely desirous of purchasing from other sources.

The condensed milk imports into the Union of South Africa totaled \$2,250,000 in value in 1913, of which the United States supplied only \$43,048 worth. The leading shipping countries supplying this condensed milk appear in the import statistics as follows: United Kingdom, \$1,731,841; Austria-Hungary, \$92,283; Denmark, \$13,154; Germany, \$65,746; Netherlands, \$213,843; Norway, \$69,328; Switzerland, \$10,847. [It is evident, however, that much of that ascribed to the United Kingdom came from Switzerland.]

HINDRANCES TO LARGER TRADE WITH PARAGUAY.

[Consul Samuel Hamilton Wiley, Asuncion, June 24.]

The demoralization of European commerce deprived exporters in Paraguay of the accustomed markets for the disposition of their raw materials. The raw materials available for export to European or American markets are hides, oil of petit grain, quebracho, and tobacco. These commodities were used by Paraguayan merchants as a medium of exchange with which to purchase goods from Europe; if conditions were such that they could be advantageously exported to the United States there is no doubt that greater quantities of goods from the United States would be imported by Asuncion firms.

A study of the situation as regards the exportation of these articles to the United States, with conclusions based on information received from exporters who have either shipped their goods to the United States or have investigated the subject with the intention of exporting there, shows the following conditions:

Hides and Oil of Petitgrain.

Paraguayan hides of the average quality available here are not popular and do not find a ready market in the United States. This is due in great measure to the destructive work of the Ura, an insect which damages hides by perforating them and depositing its eggs therein. These hides were sold profitably to German buyers, whereas prices received for such hides by exporters who sent them to the United States were not such that they cared to continue exporting them thither. The better-grade Paraguayan hides are sold to dealers in Buenos Aires and from there are shipped as La Plata hides.

Oil of petitgrain, the extract of the leaves of the bitter orange, is used as a base for perfumes, Florida water, etc. Though a certain quantity is exported annually to the United States, the greater part produced here is sent to France. Exporters say they receive better prices, are enabled to sell in larger lots, and pay lower freight rates in exporting to France. The demand for this commodity in France ceased for a time after the outbreak of war, but importers say there is again a good market for it in that country. During the time when the French markets were not buying several exporters here sent consignments to the United States, in nearly every case to pay for goods bought there. However, the prices received did not encourage them to continue exportation. Trade opportunities in oil of petitgrain sent from the Asuncion consulate have brought but one inquiry.

Quebracho Extract—Leaf Tobacco.

The low prices for extract of quebracho that prevailed for a considerable period prior to the beginning of hostilities resulted in the closing down of all the quebracho plants in Paraguay. Lately the price has risen considerably and quebracho is again being exported. It is stated on good authority that the sale of the entire production of quebracho here is controlled by one company with headquarters in Buenos Aires.

Paraguayan tobacco is in general not of a very high grade. It was exported in considerable quantity to France and Germany, where, mixed with other tobaccos, it was usually employed for cigar filler. It is extremely doubtful whether, after paying the freight, duties, etc., necessary to place this tobacco on the market in the

United States, it could compete with tobacco of the same quality of domestic cultivation or imported from Porto Rico, Mexico, Cuba, and other countries more advantageously situated. The average tobacco produced in Paraguay is not of as high quality as the average tobacco of Mexico, Cuba, or Porto Rico.

The ability of Asuncion exporters to market their wares in Europe is the outcome of long-continued commercial intercourse, European firms having occupied themselves to a considerable extent in finding markets for the Paraguayan products in order to be able to dispose of their manufactures to Paraguayan importers. The attitude of exporters here toward trading with the United States seems to be that if importers in the United States will buy their products and pay the prices formerly paid by European buyers they will ship to the United States. At present there is little interest or enthusiasm over the subject. When the moratorium [see COMMERCE REPORTS for Jan. 28, 1915, and Supplement 45a, dated Aug. 2, 1915] is abolished and importers find it necessary to dispose of commodities to meet their indebtedness, this attitude may change.

Credit Information and Collections.

The only sources of credit information are banks and some of the large firms here. The information received from either source is not always reliable; banks would not care to give an unfavorable report concerning a firm that was heavily indebted to them for fear of thereby injuring their chances of making collection by weakening the firm, and business houses are often not in position to report on each other. European firms investigated the financial standing of importers here through commercial travelers, the banks, or some reliable firm through which they dealt. The commercial travelers of European firms were usually given discretionary powers in regard to credits.

The banks are practically the only mediums through which collections may be made. Making collections through the courts here is a long, tedious, and expensive process. It is very probable that the moratorium now in effect will be continued until the end of the war. It is difficult to suggest any method of facilitating the securing of credit information as the financial standing of firms here often depends on the fluctuations in the price of some commodity in which they deal heavily, and to give an accurate rating would necessitate a close study of the market values of commodities dealt in here.

So far as can be learned, there are no funds existing in London or New York on which American firms may draw. It is improbable that there ever was any considerable amount of such foreign credit (funds) available, for the value of imports was always greater than that of exports and in few cases were funds kept in either Europe or the United States.

Credits Now Curtailed—Exchange.

Before the beginning of the war the importing firms here of high standing had open credit accounts with European exporting houses. Settlements were made at stated periods or at the convenience of the importers here, who, by this arrangement, were enabled to take advantage of the fluctuations in the exchange rate of the paper currency of the country in securing foreign exchange to meet their

accounts. [For a discussion of the Paraguayan financial situation, see COMMERCE REPORTS for Jan. 26, 1915.] A part of these accounts was also settled by exchange of commodities.

With the outbreak of war this open credit arrangement in most cases ceased, and accounts were presented for settlement. According to the statement of a bank manager here, the most reliable firms then began to settle their European accounts, and with payments from time to time have practically paid up their indebtedness there. A contrary view is held by a banking man handling foreign collections, who says that firms settled such indebtedness as was necessary in order to procure future credits for commodities essential to the conduct of their businesses, and took advantage of the terms of the moratorium as regards the rest. However that may be, merchants here are heavily indebted to exporters in Europe and to firms in Buenos Aires and Montevideo.

European banks have discontinued credits entirely, and local banks are restricting credits as much as possible. Practically the only cases in which credits are allowed is to tide over firms already heavily indebted to the bank, where to refuse credit might mean the failure of the firm.

Foreign exchange can not be bought for the paper currency of the country now. The exchange rates quoted are on Argentine dollars—London, Argentine gold dollars to pounds sterling, 5.04; New York, Argentine gold dollars to United States dollars, 1.06 to 1.07.

Opportunities for Investment of American Capital.

The financial depression has not created any exceptionally good opportunities for the investment of American capital here. Paraguay is as yet in such an undeveloped state that investments on a large scale would practically be confined to the development of natural resources. In this line the three branches of importance here are agriculture, cattle, and timber, with their allied industries. The questions of political stability, land titles, labor supply, and transportation facilities would determine, in great measure, the success of investment in any of these lines. The meat-packing and meat-freezing industries might prove profitable investments and potent factors in increasing American commercial influence in Paraguay. These subjects, however, require the study of experts in these lines. It is probable that liberal concessions would be given by the Government to encourage the investment of capital.

If the American company now attempting to secure a concession to construct the port improvements at Asuncion (see COMMERCE REPORTS for Apr. 6, 1915) is successful in this endeavor, it is rumored that the same company will acquire railway and tramway lines now in operation here. This should mean an extension of American influence in Paraguayan commercial matters.

Establishment of Banking Connections.

The volume of domestic and foreign business here does not at this time offer an attractive field for the establishment by American banks of branches or connections. However, the establishment recently of a branch American bank in Buenos Aires should aid in increasing American commercial influence in this country, as a large part of the foreign trade of Paraguay is financed through Buenos

Aires banks. The amount of American goods bought in Paraguay will be increased with the increasing introduction of American goods into Buenos Aires and Montevideo.

A parcel-post arrangement between Paraguay and the United States would augment the trade in numerous small articles. This is not only true in regard to individual orders, but also applies in a measure to importing firms here, which use this means of bringing in from Europe many small articles such as handkerchiefs and neckwear.

WAR PRICES FOR STEAMERS.

[Manchester (England) Guardian, Aug. 2.]

As a result of the war the value of steamship tonnage has during the past few months continued to rise, and extraordinarily high prices have lately been paid for second-hand bottoms. Steamers are constantly being sold for far more than they cost to build. A cargo steamer which four years ago was bought for £30,000 [\$146,000] has just been sold for £68,000 [\$330,900], while another which was bought for about £50,000 [\$243,300] just before the war has now been sold for nearly £100,000 [\$486,650].

While British steamships are frequently changing ownership, more often than not the sales are between neutrals. Greek and Dutch steamers pass to the Norwegian flag, Swedish to the Danish, and so on. Sales between neutrals of the same nationality are usually effected abroad, while those between owners of different nationalities are, as a rule, negotiated in London.

Another Year of War Rates Anticipated.

It should be remembered that freights at least as good as those which fall to British owners can be earned by neutrals. Often the neutral can secure higher freights, because in some trades there is little or no competition. British vessels are excluded from the Baltic and, except those carrying foodstuffs for the Belgian Relief Committee, rarely trade with the Dutch ports. It frequently happens, too, that neutrals are wanted for the voyage between North and South America.

Many Greek steamers have lately been sold because of the special conditions on which they have been financed. It has been common for Greek captains who have saved money to aspire to ownership and to be financed by a bank to the extent of a certain proportion of the value of a fine steamer. The present prices are so favorable that many of these single shipowners have been able to sell their property, pay off the bank's loan, and retire with a considerable sum in cash. Owners who have not been financed in this way and have lately been selling are generally those who bought years ago at low prices and, after having long had the use of the ships, are now able to get back more than they paid for them. Those who are buying ships seem to be calculating on at least another 12 months of high freights.

The mule tramway of Maracaibo, Venezuela, is to be changed to electric power, but it has not yet been decided whether the trolley or the storage-battery system will be employed. Consul George K. Donald reports that a storage-battery tram is being tested out at present.

SAWMILLING AND WOODWORKING MACHINERY IN RUSSIA.

[Commercial Attaché Henry D. Baker, Petrograd, July 14.]

There is apparently a promising field in Russia for American trade in appliances and machinery necessary for the proper development of Russia's great timber resources, and also for various local wood-working industries. There should, for instance, be good openings for American logging locomotives, cableways, stationary engines, tractors, hoisting cranes, and machinery for sawmilling, for cutting shingles, and for the various details in woodworking operations.

The machinery for logging and sawmilling is supplied mainly by Germany, Sweden, Finland, and by Russia itself. The better classes of joinery tools were supplied by Germany previous to the war, and also, to a small extent, by the United States. The simpler kinds of woodworking machines have been made chiefly in Russia. The Russian railway repair shops have purchased wood planers of large sizes chiefly from Sweden. The Russian cooperage factories have depended for their machine tools chiefly on Germany, but the veneer mills, pattern shops, etc., have obtained most of their supplies from the United States.

Logging and Sawing Methods Antiquated.

Generally speaking, the methods employed in making use of Russia's enormous resources in standing timber are antiquated and uneconomical. It has been estimated that if any of the estates or companies controlling the vast timber tracts between the Volga River and the Ural Mountains should attempt, with their present logging and sawing methods, to ship their splendid timber abroad they could do so only at a considerable loss. Such timber can be used, if at all, only for conversion into charcoal for blast furnaces.

There are immense stretches of country in Russia and Siberia covered with timber which is merely wasted. This seems a special pity, since the natural forest resources would seem to afford the only reasonable opportunities existing for any development of the land. The owners of such land would be glad to work it, but under present methods they would only suffer loss. The forests in the Ural Mountains are largely owned by the Government and by companies operating iron and platinum mines and rolling mills and other factories. It would seem likely that if American methods could be introduced it might be possible profitably to export the timber by various river and sea routes.

It is the ordinary practice to fell the trees by hand and haul the logs by horse power, very slowly, a great number of men and horses having to be used and also much truck equipment. The sawmills are said to waste about 45 per cent of the material through bad cutting. Instead of sawing with one saw blade at a time, as by the American method, one cut being made each time, but made rapidly, and with the man at the machine being able properly to see and adjust his work, the millers here use a long frame reciprocating saw, with a number of blades hung and sawing slowly, the result being that proper adjustments are difficult, and special complications occur through knots and twists and uneven cutting, making it impossible to get the maximum out of each log.

Few American Saws Used.

The first American band-saw outfit in Russia was recently completed, at Tsaritsin, on the Volga River, and is now in such successful operation that much attention has been attracted to it, and it may result in the complete revolutionizing of the Russian sawmill industry. With one such example already in existence here, it becomes easier to promote American methods in every phase of the industry.

Considerable missionary work has already been done in introducing American swaged saws into Russia, and a number of the local mills have recently been showing a tendency to change all their saws for the swage type, even though they cost considerably more. At the same time, however, the mills will have to be taught how to use these saws, and, what is more important still, how to use the special tools for swaging the teeth.

There are comparatively few saws manufactured in Russia itself, and the trade in this most important line is thus almost completely open to foreign countries.

Demonstrations Necessary for Extending American Trade.

Handsaws, hack-saw blades, and the like, have hitherto been supplied almost exclusively by Germany, but there is no doubt that the United States could do a large business in these as well as in the better kind of crosscut saws, provided arrangements could be made for demonstrations by experts, especially to the lumber companies, who are big consumers of these kinds of saws. These demonstrations would entail considerable expense, but it would be sufficient for manufacturers to get into touch with a few of the leading lumber and sawmill concerns in the North Russian, Caucasus, Ural, and Siberian timber districts. If the saws were once well introduced with the help of experts, the sales would probably be very large, as some of these companies consume thousands of dozens of these saws annually. English manufacturers are already doing a fairly large trade in crosscut saws.

Quality of American Tools Good—High Prices—Campaign of Education.

The quality of the saws supplied by the United States, whether machine or hand driven, is considered satisfactory, but the prices of the American saws are sometimes double those of similar German and English makes. In connection with smaller hand saws, at least, the prices ought not to be materially higher than those of competing countries, notwithstanding that the quality may be better. Since the outbreak of the war the supplies from abroad have almost ceased, and dealers having become very short of English, French, and German saws are now able to gradually clear off old stocks of American manufacture, which have been unsalable for many years owing to their high prices.

To bring about the general use in Russia and Siberia of American saw-milling outfits and wood-working machinery it would be necessary to conduct a campaign of education among the owners of large timber properties. However, if a few important outfits can be installed, they should serve as object lessons and thus create a demand. Until such demand can be created it is useless to expect Russian dealers to keep these goods in stock without liberal assistance from

American manufacturers. As a matter of fact, the Russian dealers are not likely to be much interested in American saw-milling outfits until they discover that owners of timber properties are interested in them and wish to buy them.

Forest Resources of Russia.

Thirty-nine per cent of the Russian Empire is estimated to be under forests, which in European Russia cover an area of 474,000,000 acres, in Finland 50,500,000 acres, in Poland 6,700,000 acres, and in the Caucasus 18,600,000 acres—a total of 549,800,000 acres, exclusive of Siberia. In the Ural Provinces, forests cover 70 per cent of the area, in the northern Provinces 68 per cent, and in the four lake Provinces 57 per cent. It is estimated that in western Siberia alone there are 465,000,000 acres of virgin forest, and eastern Siberia, while not so richly endowed, has sufficient timber to supply the world's demand for years to come.

The Government owns 285,598,941 acres of forest land in European Russia, 12,826,387 acres in the Caucasus, 360,519,435 acres in Asiatic Russia, and 288,742,000 acres in the Amur region, a total of 947,686,763 acres. About 23 per cent of the forest land belongs to landed proprietors and 9 per cent to the peasantry.

[Further description of the forests of Russia appears in the Handbook of Russia, published by the Bureau of Foreign and Domestic Commerce as Special Consular Reports No. 61, which may be obtained, at 50 cents per copy, from the Superintendent of Documents, Government Printing Office, Washington.]

THREE MONTHS' RECORD OF RUSSIAN TRADE.

Imports and exports of Russia for the first three months of 1915 represent a great variation compared with corresponding periods in the preceding two years. Imports of raw and partly manufactured articles for the period ended March 31, 1915, were valued at 21,192,000 rubles (ruble=51.5 cents), compared with 168,823,000 in 1914 and 126,286,000 in 1913. Manufactured articles for the same period were worth 24,298,000 rubles, compared with 125,493,000 in 1914 and 100,466,000 in 1913. Articles of food imported amounted to 12,706,000 rubles, while in 1914 and 1913, respectively, the figures were 46,112,000 and 37,425,000. Variations in imports of animals were not so great as in the other items, and the total imports for the three months in 1915 amounted to 58,550,000 rubles, compared with 341,003,000 in 1914 and 265,063,000 in 1913. All these values relate to merchandise under what is classed as "special trade"—imports for home consumption.

Exports of domestic produce, also classed under "special trade," were similarly considerably below the three months' periods of the preceding two years. They were: Articles of food (1915), 17,502,000 rubles, (1914) 160,147,000, (1913) 118,714,000; raw and partly manufactured articles (1915), 9,672,000, (1914) 124,709,000, (1913) 125,739,000; manufactured articles (1915), 3,914,000, (1914) 7,645,000, (1913) 7,085,000; total exports (1915), 31,088,000, (1914) 298,954,000, (1913) 259,392,000. There was no record of animals exports in the first three months of 1915, although in 1914 and 1913 these amounted, respectively, to 6,453,000 and 7,854,000.

IRON-ORE DEPOSITS IN SURIGAO.

[J. F. Boomer, correspondent, Manila, P. I., July 14.]

The Bureau of Science announces that the recent survey of the Surigao iron-ore deposits has proved the presence of approximately 500,000,000 tons of iron ore distributed over an area of 100 square kilometers (square kilometer=0.3861 square mile) along the eastern coast of the northern part of Surigao Province. More than 400,000,000 tons of the total quantity are so situated as to offer some possibilities for profitable mining, 275,000,000 tons are situated within a region fairly close to points on the coast, from which mining operations could be carried on, and 130,000,000 tons lie within a short radius of Dajikan Bay, a possible base of mining operations which affords natural harbor facilities and is within a short distance of possible water-power resources. Even the most favorably situated deposits, however, are upon the tops of hills ranging in elevation from 200 to 400 meters (meter=3.28 feet) and divided from each other by deep canyons, so that mining operations at best will be somewhat expensive.

The ore occurs as a surface mantle varying in depth up to 20 meters and consists of hydrous oxides of iron in the form of clay. The character of this ore is such that it retains about 12 per cent of water, even after most thorough drying, and in the preparation of such ores for smelting it is customary to drive off this water and sinter the clay together in lumps suitable in size for blast-furnace operations by heating at a high temperature in so-called nodulizing or agglomerating furnaces.

After being prepared for smelting in this manner, the Surigao ore would contain an average of about 54 per cent of metallic iron. This figure is obtained from the analyses of samples representative of nearly 100 drill holes put down at various places over the iron-ore deposit for testing purposes.

The results of the Bureau of Science survey indicate that the Surigao iron ores constitute a natural resource which will be more valuable in the future than it is to-day. At present the demand for iron and steel is not sufficient to justify an exploitation of Philippine iron-ore deposits. There are already known in the Philippines other large deposits of iron ore richer in metallic iron than the Surigao ore and more conveniently located for exploitation.

Yet all attempts to mine these ores to date have failed. When the time comes for the manufacture of iron and steel in the Philippines or for the mining of Philippine iron ore for exportation, these richer deposits will probably receive attention before the Surigao ores do. The Surigao ores, however, are valuable natural resources. While the proportion of iron is not remarkably high, the ore is unusually free from the objectionable constituents, phosphorous and sulphur, which are so commonly met with in iron ores. The presence of this immense quantity of iron ore in Surigao Province is of great importance for the future industrial progress of the Philippine Islands.

Shawls, made in fancy colors and designs, from cotton and wool mixed are purchased in Egypt in large quantities.

RUSSIAN-AMERICAN TRADE IN LEATHER PRODUCTS.

[Commercial Attaché Henry D. Baker, Petrograd, July 1.]

The plan suggested in **COMMERCE REPORTS** for April 15, 1915, of using American boots and shoes to pay for Russian hides or skins is being put to practical application by two well-known American boot and shoe manufacturers, who are doing an extensive business in Russia.

At present there is an embargo on the exportation of hides and skins from Russia, so that the plan might seem impracticable. However, the two firms that have adopted this plan in principle consider it to their advantage to invest the proceeds of their sales of shoes in skins, even though they may not be able to export the skins to the United States until the war is over. The skins have been purchased at such low prices that it seems good policy to consider them as an investment, even if the money they represent must temporarily be idle. The boots and shoes, of course, are sold for cash at various shops in Russia, and the proceeds, instead of being remitted to the United States at an excessive cost in exchange, are invested in skins, chiefly those of exceptionally good quality obtainable in the Baltic Provinces, these skins being carefully stored and protected from depreciation.

This plan could doubtless be successfully worked only by such American manufacturers and exporters as have competent agents in Russia, who could be relied upon to make satisfactory purchases of skins. It illustrates the immense advantage of American firms in this line having their own branch houses in Russia, where boots and shoes could be sold and arrangements made by the managers to put the cash realized into skins required for factories in America.

Some American firms (not in the boot and shoe business) are getting over the difficulty of excessive exchange by investing the proceeds of sales in short-term Russian Government notes paying 5 per cent, which may be bought at a discount, but which will eventually be paid by the Government at par. One corporation with a large factory and warehouses in Russia has thought it opportune to spend considerable surplus cash that could not be readily remitted to the United States in making improvements and extensions of its Russian factory equipment, etc., so as to be prepared for the great "boom" in business which is expected after the war.

Russian Leather Business.

An interesting summary of the Russian leather business as affected by the war appears in a report read recently at a conference of the leather committee of the Russian-American Chamber of Commerce by a leading member, Mr. K. Lapovitz, as follows:

The Russian leather business has experienced a crisis, as evidenced in decrease in products manufactured. There has been a shortage of material for tanning purposes, and a scarcity in certain kinds of needed machinery. The Russian leather industry was really weak when the war started, and the necessities of the war have only emphasized conditions previously understood by those well acquainted with the trade.

The competition of Germany and of Austria had been the main factors in keeping back development of the Russian leather industry. Under the terms of the special commercial treaty with Germany, that country received from Russia such raw products as hides of calves, sheep, goats, vyrostki and yalovki, etc., at low prices. These raw products were worked in Germany, mostly by the "chrome" method, which, owing to the exceptional development of the

chemical industry, could be done at a small expense, and were then brought back to Russia as more valuable products—boxcalf, shagreen, chevreau, chevette, and kid.

All chemical preparations and salts necessary for the "chrome" method of tanning (which were hardly produced at all in Russia) were subject to a very high import duty; on the other hand, the "chrome" tanned leather, the weight of which is half of that of leather tanned with vegetable substances, was admitted at the same rates as the latter.

The standard of Russian leather goods was low, chiefly because of the inferior breeding of Russian cattle, and, secondly, because of lack of technical skill in working leather. To what extent, for instance, the quality of opoyek leather depends upon the breed and the raising of the cattle can be seen by the following fact: The best opoyek is supplied by Poland and by the Vistula and Baltic districts, where cattle raising is conducted by more scientific methods than in other Provinces of Russia, and the worst opoyek comes from Siberia, where the cattle are practically not taken care of at all. If Warsaw, having the best Russian opoyek near at hand, gets a great quantity from abroad (Warsaw imports not less than one-third of the whole amount of leather brought into Russia), this shows us plainly that the foreign material is superior to ours.

This is not to be wondered at. First of all, the superior foreign cattle furnish superior hides. Further, they are worked according to strictly scientific methods by specialists of the leather industry. In Germany, for instance, there exist special schools for leather manufacturers in different places, and in Freiburg they have even a college. In Russia, on the other hand, there are no technical schools for the leather industry that are worth mentioning. Russian literature dealing with the leather industry is very scanty, the only reliable publications we have being the book of A. A. Zavadski, and the periodical, *Hides, Leather, and Shoes*, edited by the same person. A good leather school is a State necessity for Russia.

Libau Suggested as Free Port—Methods of Facilitating Trade.

Mr. Lapovitz suggested that if Libau could, after the war, be made a free port Russia might be enabled to receive necessary over-sea raw material at lower prices than now and might divert such trade from distributing points, to the advantage of Russian ports. In that way commercial relations with the United States could be made direct and more profitable to both countries.

It was urged that the Russian-American Chamber of Commerce at Moscow make necessary inquiries about Russian firms on behalf of firms in the United States and collect information concerning American firms for firms in Russia and that the trade interests in both countries arrange for minimum transport rates. Mr. Lapovitz said that everything possible should be done to enable Russia to receive as quickly as possible from the United States agricultural and other machines, large skins or hides, and substances used in tanning, while Russia, on the other hand, should put itself in a position to supply to America quickly and regularly small skins, calfskins, sheepskins, and other raw materials. He said that it would be advantageous to allow all raw material imported from the United States for the Russian leather industry to be admitted free unless it is produced in Russia.

Tanning Materials—Depots in Russia for American Goods.

It was stated that the most important question for the Russian leather trade is to be sure of supply of tanning materials. Orders for these goods are generally sent abroad at the end of July and part of them in August, with the understanding that the goods arrive in Russia before the fixing of the autumn high freights.

Stocks of these goods are provided for to last the whole winter until the opening of navigation in the Baltic ports. During the last

year orders were also sent abroad in due course, but the declaration of war cut short all the connections of leather manufacturers with foreign firms and complicated the receipt of the necessary materials from abroad. Several manufacturers, foreseeing the possibility of the stocks running out, began to buy up extracts from abroad at the beginning of the war—first of all from Sweden. However, the goods bought from Sweden at a high price were of no use to the manufacturers, as the exportation of tanning extracts from Sweden was prohibited by the Government. Other manufacturers bought in the United States the necessary extracts, which will shortly arrive at Vladivostok.

It was suggested that it would be to the advantage of American firms to establish depots for their goods in Russia or in Vladivostok, Siberia, where such goods could be stocked and enjoy the bonding privilege until actually sold for delivery in the interior of the country.

LARGE TIMBER ORDERS IN BRITISH COLUMBIA.

[Vice Consul R. M. Newcomb, Victoria, Canada, Aug. 9.]

The industrial outlook is more optimistic on Vancouver Island, due to the fact that the provincial government, in cooperation with the Department of Trade and Commerce, has succeeded in establishing connection with various departments of the Imperial British Government by which they have secured for the British Columbia mills seven cargoes of lumber, totaling over 20,000,000 feet. These orders will result in the circulation of a quarter of a million dollars through the sawmills, logging camps, merchants, and shipping interests.

The cut of logs for the past three months is just as large as for the same period last year before the war started. This is very unique, as, except for the production of munitions of war, very few industries in the world have maintained their production. As many camps, and possibly more, are running now as there were last year. Some 7,000,000 feet of logs, mostly low-grade cedar and hemlock, are being exported every month, thus affording relief for the surplus cutting at the logging camps and giving employment to men who otherwise would be idle. The provincial treasury also derives a revenue from this source of \$9,000 monthly.

In the sawmill branch of this industry the owners complain of poor prices for their products and lack of transportation, and state that the seriousness of the latter is shown by the fact that in the three months, April, May, and June, 98 lumber-carrying vessels were chartered by American interests on the Pacific coast and only 2 by the Canadian. It is claimed that about 170 steam schooners are engaged in the Pacific coast lumber trade and are owned altogether by American interests, which places the British Columbia mills at a great disadvantage.

War conditions, in connection with the high ocean rates, add such an extra cost to the delivery price of lumber that the lumber interests find it a vital problem to market their products under this disadvantage. The British Columbia coast mills report better business than the interior or mountain mills.

NETHERLANDS' TRADE IN COTTON.

Statistics presented in the August 2 issue of the Manchester (England) Guardian, and said to be taken from the Dutch Board of Trade returns, show the amounts of cotton imported into and exported from the Netherlands in the first half of the current year, with comparative data for the corresponding months of 1914 and 1913. These figures are:

Imported from—	First 6 months—			Exported to—	First 6 months—		
	1913	1914	1915		1913	1914	1915
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
United States.....	8,071	7,815	87,119	Belgium.....	13,697	8,652	59
British India.....		156		France.....	10	22	
France.....	462	207		Germany.....	25,029	33,913	93,009
Germany.....	22,071	19,960	839	Sweden.....	678	294	109
United Kingdom.....	5,210	3,464	11,981	United Kingdom.....	1,857	1,839	194
Other countries.....	23,995	35,398	3,849	Other countries.....	2,390	3,850	1,452
Total.....	59,809	67,000	103,788	Total.....	43,661	48,570	94,823

In presenting these statistics the Guardian calls particular attention to the fact that cotton has never been declared contraband, and that the restrictions on shipments of the fiber to the Netherlands were not operative during much of the half year under discussion.

[For notes on the Netherlands cotton situation, see COMMERCE REPORTS for Jan. 29, Feb. 4, May 8, and July 14, 1915.]

OPENING OF NATIONAL CITY BANK IN SÃO PAULO.

[Consul Maddin Summers, São Paulo, Brazil, July 22.]

The State of São Paulo has in recent years become a great market for American manufactures, while its exports to the United States through the port of Santos have grown steadily. The prosperity of this section of Brazil and the confidence which American financiers feel in its future have resulted in the establishment here of branches of many important American firms.

However, the lack of banking facilities has been felt for some time, and realizing the opportunities that exist, the National City Bank of New York has opened a branch in Santos, and on August 2 will commence business in the capital. There is every reason to believe that the bank will be given a large portion of the business here, and that the merchants of São Paulo, the State and municipal authorities, and others interested in the United States being represented financially and commercially in the State will be encouraged by its presence.

The building which has been selected is central and well fitted for the large business that will undoubtedly fall to its lot. Interest in the success of the institution is shown by both Brazilians and foreigners.

Under date of July 28 Consul John M. Savage reports that Sheffield prices for ferrotungsten have risen to \$1.64 per pound of tungsten contained in the alloy and tungsten powder (96 to 98 per cent pure) to \$1.82 per pound. These prices are advances over those given in COMMERCE REPORTS for May 6 and June 21.

THE FAMOUS FUSHUN COLLIERY.

[Consul General P. S. Helntzleman, Mukden, China, July 10.]

On July 3, 1915, accompanied by the American electrical engineer in charge of the Mukden Electric Light Co., I visited the Fushun colliery. As guests of the chief engineer, we were afforded every facility for viewing the plant and its many allied industries and enterprises. As of possible interest and value, I give below a brief description of the colliery and its equipment, together with some personal observations thereon:

The Fushun coal mines have raised this region to a prominent place in the eastern commercial world. This magnificent property, which belongs to the South Manchuria Railway Co., was accorded to Japan by the Sino-Japanese agreement of September 4, 1909, and the export duty was settled on the same favorable terms as in the case of Kai-ping and other coals.

Field of Unparalleled Richness.

The colliery is situated 20 miles east of Mukden and is the terminus of a 32-mile branch line which leaves the main line at Suchiatun, 267 miles from Dairen. The coal field runs east to west parallel with the Hun River for a distance of 10 miles. The thickness of the seam, which dips toward the north at an angle of 30°, varies between 120 and 175 feet, and the width of the workable deposit is at least a mile.

From reports made the Fushun coal fields are unparalleled in the world for thickness and volume of seams. The belt of coal is calculated to contain 800,000,000 tons—a vast supply, which, even if taken out at the rate of 6,500 tons per day, would last for 350 years. It is a bituminous coal, rich in volatile matter, with a heating power of 6,800 calories. As fuel for locomotives and marine engines, Fushun coal can compete with the best Japan coal and is better suited for gas making than any other coal found in the East. Moreover, its superior qualities for household uses are becoming more widely recognized.

At present mining operations are being conducted in three pits; two shafts, named Oyama and Togo, of two pits each; and one open-cut excavation. The two new shafts are 1,234 and 925 feet deep, respectively, and one has an open diameter of 21 feet and the other 18 feet. The most up-to-date equipment has been used in these new pits, and the average daily output of the mines is 6,500 tons, with a daily capacity of 7,500 tons. The production in 1914 was 2,273,000 tons, which was only slightly less than in 1913.

Exports—Mining Methods.

As a result of the efforts made by the company to promote the use of coal in bean mills, distilleries, and other factories, the total sale of coal in the interior of Manchuria during 1914 amounted to 494,000 tons, while the company's own consumption for the same period was 443,000 tons; the sales abroad, which are being pushed successfully in many directions—to Japan, Chosen, Hongkong, Manila, Singapore, and the China ports—amounted in 1914 to 1,153,000 tons, leaving 183,000 tons for the bunkers at Dairen, Newchwang, and Antung. In 1914, 80,000 tons were shipped to Manila. The company has made during recent years extensive wharf and harbor im-

provements at Newchwang for the shipment of coal from that port, which is 120 miles nearer to the mines than Dairen. During 1914, 93,000 tons were sent away from Newchwang, mainly to the China ports.

Up to 1914 all the mines were worked by the pillar-and-stall system, but during that year the sand-flushing system was installed at several of the pits, with such good results that the working of all the pits will in time be changed into this system. The mine water is comparatively small in quantity, and there is very little fire damp. All the pits are equipped with modern mechanical ventilators. Electric current from a central plant is used for power in all the mines.

Electric Railways—Coolie Labor.

The 7-mile colliery electric railway from Fushun station to the six pits is operated by six electric locomotives, three from the United States and three from Germany. For the passenger traffic two large street cars are used; they run between the central residence quarter and the mining pits. To facilitate safe and rapid transit a system of automatic block light signals has been adopted; this material was also supplied from America. Another electric railway extends from the Hunho River to the mining pits, a distance of about 7 miles. This line is used exclusively for the sand-flushing system already referred to. It is interesting to note that the electrification of these railways on the overhead high-tension, direct-current system is the first of its kind to be adopted in the Far East.

All buildings, streets, and residences are lighted by electricity supplied from the central power station. Gas is supplied to all houses for cooking purposes. The maximum capacity of the gas plant is 120,000 cubic feet per diem. The offices of the colliery and the residences of the staff, as well as the many public buildings belonging to the colliery, are heated by steam from the central heating installation.

There are 20,000 employees connected with the whole enterprise, 18,000 of whom are Chinese, 10,000 being employed underground. There are 2,000 Japanese employees, consisting of engineers and their assistants, foremen, and clerks. The houses of the Chinese coolies are models in sanitation and convenience. Disputes as to wages and hours of labor are unknown. The coolies are recruited from Shantung by the company's special agent there on a 2-year contract, and at the expiration of the period they invariably apply for the renewal of the contract, so well satisfied are they with the treatment they receive and the conditions surrounding them.

Gas Plant, Brick Factory, Waterworks, Etc.

Fushun coal contains on an average 1.5 per cent nitrogen. This offered an inducement for the installation of a gas plant with ammonia recovery, and accordingly a Mond gas plant was installed which is capable of gasifying 240 tons of coal per diem. The plant is so designed that it can be enlarged to double the present capacity. The daily output of sulphate of ammonia is now 11 tons. This product is sold by public tender at the beginning of each year. The average price per ton at the plant for the past three years was 152 yen (\$76 United States currency). The entire output goes to Japan.

There is a large rescue station with up-to-date equipment. There is also a well-equipped chemical laboratory in this building. A

brick factory turns out 2,000 bricks daily. There is an extensive watchworks plant. The tower, located close to the railway station and the colliery main office, covers an area of 300 acres, and the grounds are beautifully laid out with roads, parks, and blocks. Herein the colliery has built houses for the engineers, clerks, and laborers. In addition the following public buildings belong to the colliery: Hospital, schools, churches, shrine, theater, general stores, hotel and club, and post office. The powder magazine, a cemetery, and a crematorium are on a hill south of the town. The police station and the gendarmerie quarters were built by the Japanese Government. The company has invested 11,000,000 yen (\$5,478,000 United States gold) in plant alone.

Coke Ovens—The Manufacture of Coal-Tar Products.

One of the important adjuncts of the colliery is the coking plant, which consists of 5 ovens, each capable of treating 10 tons in the course of 36 hours. The average yield of coke is 65 per cent. The sulphate and tar-distilling houses are near by. The complete plant is to be enlarged in the future. The company plans to engage at an early date in the manufacture of coal-tar products.

The company is also encouraging the location of native industries at Fushun, offering as an inducement the supply of motive power which it possesses in so many forms and in apparently inexhaustible quantities. Moreover, the colliery is desirous of supplying Mukden with electricity for lighting and industrial purposes.

BRAZILIAN BEEF AND COFFEE FOR UNITED STATES.

[Clipping from A Noite for July 4, transmitted by Consul General A. L. M. Gottschalk, Rio de Janeiro.]

There has just gone to the United States a shipment of 205,350 pounds of frozen meat on board the *Rio de Janeiro*, the first ship of the Lloyd-Brasileiro Line to be equipped with cold-storage holds. The *Rio* left the bay to-day bound for New York, carrying the cargo of frozen meat consigned by the Continental Products Co. of Santos to the National City Bank of New York. The Lloyd Line has other ships also which are to be provided with cold-storage plants. These are the *Minas Geraes*, the *Acre*, and the *São Paulo*.

The movement promoted by the American consul general here in the capital toward making such exportation to the great Republic of North America is going to produce the most highly satisfactory results. Besides the exportation of frozen meat, exportation of coffee is being actively increased, for on the same vessel and bound for the same port are 21,629 sacks of coffee as well as 29 boxes packed with samples of the product intended for advertising purposes. In Santos the *Purus*, the first Brazilian vessel to land at New Orleans, is taking on 45,000 sacks of coffee for the latter port (American). The Lloyd-Brazileiro Co. is planning to install in this vessel also facilities for carrying frozen meat.

Consul M. B. Kirk writes that the Trade Opportunity reporting the need of broom and brush handles by an Orillia wood-specialty company (published May 5) brought quick results and that it is understood the Canadian concern will place a trial order in the United States.

LIST OF NEW RADIO STATIONS ANNOUNCED.

The Bureau of Navigation of the United States Department of Commerce announces a list of six additions made to the land stations of the country in the radio service and 16 additional ship stations since its last bulletin on the subject was issued. Of the land stations, the one of longest range is at Tolovana, Alaska, which has a normal reach of 300 nautical miles. The station is located in longitude 149:30 west and latitude 65 north; the wave lengths are 300 and 600 meters, the latter normal, and the system is Telefunken, with 1,000 sparks per second. It is operated by the Alaska Wireless Telegraph Co.

Other land stations established are: Rialto, Cal., 250 miles range; Massie system, 200 per second; wave length, 600 normal, 300 and 1,610; longitude 117:26:53 west, latitude 34:12:08 north; operated by Southern California Edison Co. and limited to correspondence with stations of that company; two at Portland, Oreg., each with range of 150 miles; one operated by Charles L. Austin; latitude 45:30:45, longitude 122:42:30 west; limited to correspondence on ships' business with vessels entering and leaving the port of Portland; composite system, 450 per second; wave lengths, 600 normal, 300 and 550; the second, operated by the Northwestern Electric Co., composite system, 400 per second; longitude 122:41 west, latitude 45:32; wave lengths, 600 normal, 300 and 1,700; Fort Adams, R. I., 125 miles range, United States Army system, 500 per second; wave length 1,200; operated and controlled by United States Signal Corps, War Department, and used exclusively for Government business; Marconi station, at Jualin, Alaska, statistics not available.

Of the new ship stations, the largest are the Ossipee and Tallapoosa, each operated and controlled by the United States Coast Guard, Treasury Department, with range of 300 miles, and the Roosevelt, operated and controlled by the Bureau of Fisheries of the Department of Commerce, with a similar range. The Ossipee and Tallapoosa are available for the general public, with rates of 4 cents per word, 40 cents minimum per radiogram. Ship stations with the United States Army system and range of 30, for Government business only, operated by Signal Corps, are: Captain T. M. Morrison, General George H. Weeks, General G. W. Getty, General J. M. Brannan, General Nathanael Greene, General Richard Arnold, General R. N. Batchelder, General Timothy Pickering, Henry Wilson, Major Albert G. Forse, and Sprigg Carroll. The Atlanta and Cacique are privately owned.

The Bureau of Navigation has now in the hands of the printer an edition of the "List of Radio Stations of the United States," which will be issued within a short time.

Jute Trade Under Government Control.

Government control of the jute mills in India is announced in dispatches from Calcutta. Sales of burlap to private buyers will be contingent on Government permission. This restriction had already been ordered at Dundee, Scotland, the center of British jute manufacture.

AMERICAN RESPONSES TO TRADE OPPORTUNITIES.

[Consul F. T. F. Dumont, Florence, Italy, July 20.]

The Florence consular district offers few opportunities for good trade-extension work; but, due largely to the war and the general dislocation of trade connections, this office, during the period from October 17, 1914, up to April 8, 1915, furnished some 16 trade opportunities to American manufacturers by means of the **COMMERCE REPORTS**. These covered agricultural chemicals, woodworking machinery and tools, locks, moving-picture negative films, and other lines.

Some of these trade opportunities came from concerns accustomed to buying through importers in Milan and Genoa, and who, being unable to secure further supplies through such sources, determined to make an effort to import direct and to establish independent connections with foreign manufacturers. In many instances the constant rise in exchange, freight rates, and charges, combined with high prices and the demand for cash, discouraged them and nothing resulted.

Terms Interfere.

In some three or four cases, it is the intention of the concern which furnished the trade opportunity to await the end of the war and then pursue the matter further, since new connections will become absolutely necessary at that time. Eight of the sixteen ended negotiations completely, the quoted letter being typical:

Replying to your letter of July 17, we received several letters from American manufacturers which we have not answered as yet. You ask if there has been any obstacle to arranging for business. We tell you that in every case American houses have demanded that accounts be opened in New York or London for cash payments. These conditions are not satisfactory, inasmuch as American manufacturers, with agencies in Italy, sell on 30 to 60 days' time after the arrival of goods. If you believe that similar terms may be obtained, we will take our business up again with the hope of favorable results.

In only four instances does there seem to be any chance of accomplishing concrete results, and in each of these the Italian negotiator is willing to pay cash and has made every concession, according to his own statement.

An Agency for Locks.

In the first instance an agency was requested for all Italy for locks similar in type to the Yale. Several companies answered, but none of them sent samples of their goods. Had the trade opportunity occurred in the United States, none of these companies would have hesitated to spend several hundred dollars to get the business of as reputable people. Two or three sample locks would have been better than a score of letters and elaborate advertising matter. One manufacturer offered, it is true, to send a half dozen locks on receipt of cash for same. One good sample lock might have led to satisfactory arrangements.

The company (Italian) saw no reason to purchase a miscellaneous collection of locks in order to find a satisfactory one. However, a knowledge of the good qualities of certain locks was obtained locally, and negotiations with a prominent American company are proceeding. It might be said in passing that Italy is beginning to offer a good field for safety locks. The old-fashioned lock, with a key 6 inches in length a half a pound in weight, is no longer in favor.

Negotiations Under Way.

In the second instance no offers of films were received except from concerns which offered to furnish typical American scenes for reproduction, whereas negative films were wanted. In this case an Italian business man on a journey to New York brought back samples, and negotiations are proceeding.

In the third instance the contractor reports that only one concern offered to take up the matter seriously and that, although prices demanded are very high, he thinks it will be possible to place an order. The terms demanded are cash against documents, with inspection at the factory.

In consequence of Trade Opportunity No. 16803 and a report on the motion-picture situation in Italy, the dealer who furnished the trade opportunity is corresponding with a New York manufacturer, and it appears that a connection will be established.

Several construction-work reports were published in **COMMERCE REPORTS** during the period under survey, but neither correspondence nor business resulted from them.

Must Adapt Methods to Market.

It is probable that American manufacturers are quite justified in their attitude toward many of the concerns or individuals furnishing the trade opportunities when it is considered that most of the openings are the result of war conditions and that the concern or person requiring goods has every intention of going back to his before-the-war connections whenever it is possible to do so. The present, however, offers a great opportunity to establish foreign connections on such a basis that when peace comes the American manufacturer may have a permanent hold on the market. It is certain that he must adapt himself to foreign requirements if he is to obtain and hold trade; and in the Florence consular district, at least, trade can not be obtained on the basis of cash against bills of lading as long as merchants here can buy on 30 to 90 days' time from importers in Genoa or Milan.

Catalogues and correspondence must be in the language of the country, and metric weights and measures must be used. It should be possible for American manufacturers to quote c. i. f. terms as do their European competitors. So, too, no permanent business can result from catalogues and correspondence when competitors have general agencies established within the country.

France Imports More Manufactured Articles.

In the foreign trade of France imports of manufactured articles during the first four months of 1915 were greater than in the corresponding months of the preceding two years by a considerable amount. The value for that period this year was 671,985,000 francs (franc=19.3 cents), while in 1914 and 1913 the amounts were, respectively, 532,625,000 and 546,573,000. Exports of manufactured articles for the same periods in these three years were valued at 470,105,000 francs in 1915, 1,140,043,000 in 1914, and 1,190,914,000 in 1913. Trade in raw materials for manufacture fell off considerably in both the export and the import list. These figures are under the "special trade" classification, which is defined as imports for home consumption and exports of domestic produce.

SPANISH CARRYING TRADE.

[Consul Robertson Honey, Madrid, July 25.]

Sharp decreases marked Spain's carrying trade during the first five months of 1915, imports under the national flag amounting to 736,384 tons (of 2,204.6 pounds) against 898,569 tons and 858,139 tons in the first five months of 1914 and 1913, respectively, and under foreign flags to 706,076 tons as compared with 1,538,627 tons and 1,552,375 tons for January to May of the two preceding years.

Exports showed similar declines, the figures being: Under national flag, 1,438,994 tons, against 1,614,650 tons in the first five months of 1914 and 1,676,217 tons in January-May, 1913; under foreign flags, 2,106,609 tons, compared with 4,207,344 tons and 5,002,779 tons.

Four Months' Figures.

Detailed statistics showing wherein these declines occurred are not available at the present time, but some idea of the lines affected may be gained from a study of the chief decreases in the four months ending with April. During that period the principal losses in Spain's foreign trade were to be noted in:

Articles.	Four months ended Apr. 30—		
	1913	1914	1915
IMPORTS.			
Chemicals:	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Alkaline carbonates, borates, silicates, etc.....	2,436	1,225	818
Mineral manures, sulphate of ammonia, etc.....	62,481	63,871	44,673
Superphosphates of lime, Thomas slag.....	18,815	28,726	10,427
Coal.....	949,199	930,728	455,159
Copper wire.....	2,283	1,157	333
Dynamos, electromotors, etc.....	2,601	2,438	500
Fish, fresh.....	3,223	310	653
Grain: Corn.....	176,442	46,310	42,539
Iron and steel:			
Bars, not polished.....	10,092	7,287	1,272
Plates and sheets, not polished.....	5,291	4,399	1,563
Wheels and blocks.....	3,425	3,214	800
Machinery:			
Agricultural.....	1,262	3,085	722
Steam and gas engines, and boilers.....	2,589	1,748	586
Locomotives, tenders, and marine steam engines.....	3,532	2,973	255
Railway coaches and cars.....	1,983	3,314	80
Seeds, oleaginous, including copra.....	27,052	23,880	19,059
Tobacco, raw.....	6,647	6,322	4,467
Wood:			
Staves.....	22,186	14,773	5,854
Railway sleepers.....	7,386	6,852	243
EXPORTS.			
Cork, in sheets.....	1,405	1,129	346
Esparto grass.....	13,219	14,803	9,855
Fruit: Oranges.....	364,549	320,730	269,709
Ores and metals:			
Blende.....	27,882	28,418	2,170
Copper ore.....	55,429	48,470	12,811
Iron ore.....	3,393,398	2,673,020	1,348,945
Manganese ore.....	8,060	5,913	2,326
Salt.....	215,456	201,600	144,263
Sardines, preserved.....	4,380	3,192	2,292
Wines, common.....	1,448,616	1,176,882	418,659
Wool, in the grease.....	2,452	1,666	684

• Hectoliters; 1 hectoliter=26.417 U. S. liquid gallons.

Lines that Gained.

Partly offsetting these decreases were gains in imports of raw cotton from 36,155 tons in the first four months of 1913 to 71,067 tons in January-April of the current year; coffee, which amounted to 6,332 tons, against 4,676 tons in 1914 and 5,569 in 1913; and wheat,

which, while less than in 1914, was nearly four times the quantity imported in the first four months of 1913. Among the domestic exports, boots and shoes totaled 1,086 tons, against 148 tons in January-April, 1914, and 171 tons in the first four months of 1913; cotton hosiery, 1,094 tons, against 305 tons and 376 tons in 1914 and 1913, respectively; chick peas, 7,408 tons, against 509 tons and 1,020 tons; rice, 35,282 tons, against 2,118 and 10,681 tons; wheat flour, 3,577 tons, against 276 tons and 812 tons; and iron ingots, 37,484 tons, against 3,673 tons in the first four months of 1914 and 4,263 tons in January-April, 1913.

UNIFORM WEIGHTS AND MEASURES FOR INDIA.

The Weights and Measures Committee formed in 1913 to consider the question of a uniform system of weights and measures for India as a whole or for specific Provinces has now issued its report. In its conclusions, the committee states that the evidence received shows a general necessity and desire for a uniform system, provided that this does not involve too radical a change from existing practice, and it considers that uniformity subject to this proviso is both advisable and desirable. The great majority of witnesses throughout India, except Madras, have advocated the Bengal or Indian Railway weights as the system to be adopted. The committee recommend the adoption of this system, the introduction of which involves a more or less considerable change of system in parts of the United Provinces, in practically the whole of Madras, and in parts of the Punjab, Bombay, and the Northwest Frontier Province. The Indian Railway weights system referred to is as follows:

8 khaskhas=1 chāwal.	12 māshas or 4 tānks=1 tola.*
8 chāwals =1 rattī.	5 tolas =1 chatāk.
8 rattis =1 māsha.	16 chatāks =1 seer.
3 māshas =1 tānk.	40 seers =1 maund.

It is recommended that as regards Burma the present Burmese system of weights should be kept in force.

The committee makes the following recommendations regarding measures:

Length.—The unit for measures of length to be the British yard, but with permission to recognize Indian and Burmese measures standardized so as to bear a direct relation to this unit.

Area.—For measures of area the squares of any authorized measure of length to be used for small areas. The British acre subdivided decimally should be used for agricultural land.

Capacity.—The chief local measures of dry capacity to be standardized at the most suitable integral multiple of a measure made to hold 1½ seers of water at a temperature of 86° F. or 30° C. In addition there should be such other local measures as may be deemed necessary in proportion thereto.

Liquids to be sold by any authorized measure of dry capacity or by weights, with permission to use measures made to contain definite weights of particular liquids for selling small quantities of those liquids.

The British cubic measure, or the cube of any authorized measure of length, to be the measure of cubic content.

* Tola=180 grains.

COAL MINERS' WAGES IN SOUTH WALES.

[Vice Consul William L. Jenkins, Swansea, Wales, July 27.]

The critical times through which this district has just passed, owing to labor troubles in the South Wales coal industry, are adjusted for the present.

The conditions which regulate wages in the South Wales coal field have resulted from a gradual process of negotiation between the owners and the workmen extending over the past half century. Before 1864 each colliery owner made the best terms possible with his own employees, and on neither side was there any unified action in dealing with wages. In that year, however, an association of coal owners was formed, under the name Aberdare Steam Collieries Association, the members of which controlled only about 15 per cent of the output of the coal field.

After persistent efforts, the general body of coal owners was brought into the association in 1873, when the Monmouthshire and South Wales Coal Owners' Association was formed. This was a coalition between the collieries owned by the iron masters and those whose output was placed on the market. It controlled 75 per cent of the total output of the coal field. Although it was reconstructed in 1880 and again in 1890, this association has continued to increase its influence until to-day its members, with a total output of 40,000,000 tons, represent about 80 per cent of the entire product of South Wales and Monmouthshire.

For the workmen, the first association was formed in 1871 under the auspices of the Amalgamated Association of Miners, whose headquarters were at Manchester. In November, 1898, the South Wales Miners' Federation was formed, and it is associated with the Miners' Federation of Great Britain.

Sliding Scale in Force for Long Period.

Between 1871 and 1875 three prolonged general strikes and many local disputes, causing great loss to both owners and workmen, culminated in the great strike of 1875, lasting from January 1 until June 1 of that year. After extended negotiations, the first sliding-scale agreement was made December 11, 1875, providing that the wages paid at each colliery in 1869, plus 5 per cent, should constitute the standard of wages, with changes dependent on the prices of coal. The wages were not to fall below the standard rate and not to exceed 67.5 per cent above the standard.

The principle of the sliding scale continued to control the wages in the South Wales coal field from 1875 to the end of 1902, although revised at various periods.

The miners gave notice July 1, 1902, to terminate this agreement on January 1, 1903, with the expressed intention of finally doing away with the sliding-scale principle and replacing it by a conciliation board. An agreement was finally approved the last of March, 1903, to remain in operation until December 31, 1905, the main feature of which was the replacement of the sliding scale by a conciliation board with an independent umpire.

Negotiations were resumed November 4, 1905, resulting in another agreement, to remain in operation until the last of December, 1909, immediately upon the expiration of which the workmen's representatives gave notice that they wished to terminate it. The wage agree-

ment of 1910, which remained in force until March 31, 1915, was the result of this agitation and was signed April 8, 1910.

Minimum-Wage Act Follows Other Legislation.

In 1908 the Coal Mines Regulation Act was passed by Parliament. It was an 8-hour measure which came into operation, as far as South Wales is concerned, on July 1, 1909. In July, 1910, however, the South Wales Miners' Federation felt the need of further legislation and was urging the Miners' Federation of Great Britain to make a move in getting the coal owners to fix a minimum wage for underground and surface workers. The South Wales coal-mine owners met the miners representatives in November of that year and refused to accede to their proposal.

The Miners' Federation of Great Britain decided to take a ballot of the whole of the miners of the country as to whether they should declare a national strike in consequence of their failure to get the owners to agree to the proposed minimum wage. In January, 1912, this ballot was taken and resulted in an overwhelming majority in favor of striking, although the owners made a strong point that the notice to cease work which the miners gave was a violation of the 1910 agreement.

The miners throughout the Kingdom ceased work on the first of March, as no arrangement had been come to by that date. After a long series of unsuccessful negotiations, in which the prime minister and other members of the cabinet took part, Parliament passed an act on March 29, 1912, called the Coal Mines (minimum wage) Act of 1912, which provided for the establishment of the principle of a minimum wage in all coal mines and the constitution of sectional boards to decide the amount of such minimum for each class of workers and for each district.

July 5, 1912, the chairman of the joint district board for South Wales and Monmouthshire established general minimum rates of wages, which were to be the standard rate for the various classes of underground workmen, to which was to be added the percentage from time to time payable under the conciliation-board agreement of December, 1910. These rates were slightly amended in a supplementary award made by the same board, December 26, 1913, the principal changes consisting in a slight increase in the day wages for certain workmen and in an addition of further classes of workmen.

Strike Temporarily Averted.

On April 1 of this year the workmen gave three months' notice that the agreement which expired the previous day would have to be altered and wages advanced, notwithstanding the fact that a bonus of 17.5 per cent had already been granted them. This bonus was a compromise between a 10 per cent increase offered by the owners and a 25 per cent increase demanded by the men. When it was evident that the difficulty was not likely to be settled and that to avoid a stoppage Government action was necessary, an inquiry was made which showed that during the five-year period just ended grievances had accumulated and that some adjustment was needed.

During this three-month period prolonged negotiations were held, but not until the night of June 30 had an agreement been reached. The proposals formulated by the Government and assented to by the

executive council of the South Wales Miners' Federation were submitted to the miners' conference held at Cardiff and were tentatively accepted that night by a narrow majority of 11 out of a total 235 votes. These proposals were to form the basis of negotiations for a settlement, and work was to be continued under a day-to-day contract until the agreement was submitted to and ratified by a further conference, on or before July 14.

Concessions of Far-Reaching Character.

The conditions embodied in the proposals referred to involve concessions to the men of a far-reaching character. In fact, most of the demands formulated by the workmen were conceded.

The surfacemen will now be granted a minimum wage of \$1.21 per day—one of the chief reforms advocated by the Miners' Federation of Great Britain, at the Swansea conference two years ago. In regard to the men employed on night shifts, the principle of the payment of six turns for every five turns worked will be universally recognized, and not, as at present, only operative in certain districts.

The workmen's demand in regard to the hauliers was granted absolutely. That is to say, there will be no differentiation between those employed on the day and night shifts. Even under the minimum wage act, the night hauliers were paid on a lower scale than the day men.

Another important concession gained by the men is the recognition of a new standard. This is to be exactly what they demanded—50 per cent above the 1879 standard and 35 per cent above the 1877 standard. It follows, therefore, that the new standard of 1915 will by itself, quite apart from added percentages, be an increase of 15 per cent on the minimum percentage recognized under the expiring agreement. In other words, wages will not be affected by the selling price of coal when it stands below \$3.59 per ton.

Chief Feature Abolition of Maximum Rate.

Possibly the chief feature in the proposals is the abolition of the maximum rate of percentages to be paid to the men on the selling price of coal. The result of this is that the workmen will participate, without any restrictions, to the fullest limits in any boom, however exceptional, which the coal trade may enjoy. On the other hand, they are safeguarded in such a way that their wages can not again, even in times of depression, be lower than 50 per cent above the 1879 standard, which has hitherto been operative.

Because of disagreements that arose a strike was commenced on July 15. The pits were idle, shipping was temporarily paralyzed. The strike lasted one week. On July 20 word was received that it was practically over. Terms of agreement were eventually drawn up, to which both the owners' and the workmen's representatives were able to give their consent. Without a single dissenting voice the federation's council decided to recommend that the miners' representatives accept the revised terms. A delegates' conference was held, the terms were accepted, and work was resumed in most of the pits on July 22.

Egypt buys about \$23,000,000 worth of cotton goods annually, only \$20,000 of which comes from the United States.

NOTES FROM THE HAWAIIAN ISLANDS.

[A. P. Taylor, correspondent, Honolulu, July 30.]

Gain in Bank Deposits.

Banks and trust companies of Honolulu during the year ended June 30, 1915, have shown the greatest gain in combined resources for any 12 months' period in their history. The increase in bank deposits for the 6 months' period to December 31, 1915, was \$1,978,208, followed by a further increase of \$3,520,138 for the first 6 months of 1915. The total bank deposits for 1914-15 amounted to \$19,808,021; in 1913-14 the total was \$14,309,675.

New Bulkhead Wharves.

The Board of Harbor Commissioners is preparing specifications for the new bulkhead wharves to be built in Honolulu at the foot of Fort Street. These wharves will be designed to accommodate cargoes discharged at the rate of 2,400 to 3,000 tons in 24 to 36 hours. Cargoes of this size are brought from Oriental ports by the Pacific Mail and Toyo Kisen Kaisha steamers, these vessels remaining in port on an average of 24 hours or less. This will complete a system of wharves from the Navy wharves to the Oceanic Steamship Co.'s pier.

Marine Railway to be Demolished.

The old marine railway, built for harbor use about 30 years ago, is to be demolished during August. This railway consists of a wide inclined track running down to deep water, or 34 feet on the edge of the harbor basin. A cradle is lowered down the incline and the vessel is warped into the cradle and secured. The engine then draws the cradle up to dry land and the vessel is considered in dry dock. The marine railway, however, is not designed to carry large vessels and its usefulness is past. The Territorial Government has let a contract to the Lord Young Engineering Co. to remove the railway.

Larger Sugar Yield.

Instead of the reduction in the area given over to cane that was looked for this season because of the removal of the American duty on sugar, an extension of acreage on all Hawaiian sugar estates became necessary to meet the increased demand resulting from the war in Europe. On the island of Hawaii crop conditions have been unusually favorable, owing to frequent rains and to the absence of drought in any section. The plantations on the windward coast, such as Honomu and Pepeekeo, are examples of the improved conditions. Honomu finished grinding its 1915 crop the latter part of July, the total output being 9,700 tons. Pepeekeo Sugar Co. will conclude its grinding in October. Onomea will finish early in September. The present estimates of Pepeekeo are that the plantation will harvest 12,000 tons and Onomea 20,000 tons. Comparing 1915 with 1913, Honomu has given a full 2,700-ton increase; Onomea will make 3,000 tons more from the same acreage; and Pepeekeo, 3,000 tons more. It is said that 7 per cent of this increase is due to better milling and boiler-house methods.

EXPORTATION OF SPANISH WINES TO FRANCE.

[Consul Robertson Honey, Madrid, July 29.]

Exportation of Spanish wines to France for the first five months of 1915, as compared with corresponding period of 1914 and 1913, is as follows (hectoliter=26.417 gallons):

	1915	1914	1913
	<i>Hectoliters.</i>	<i>Hectoliters.</i>	<i>Hectoliters.</i>
Ordinary wines.....	12,442	726,218	759,552
Sweet wines.....	12,146	52,378	78,759

AMERICAN SHIPPING CHANGES DURING WAR PERIOD.

The net tonnage of vessels cleared from the United States for European countries during the months from August to December, 1914, inclusive (the first five months of the European war), compared with the tonnage clearances during the corresponding five months of 1913, represents a decrease from 8,751,237 to 6,813,919 tons, while during the first six months of 1915 there was an increase over the record for the corresponding period in 1914 from 9,768,157 to 10,114,294 tons.

Decreases in clearances for other parts of the world in the August-December period of 1914 were: To Africa, from 174,969 to 164,278; Asia, Australia, Philippines, etc., 852,101 to 697,054; South America, 1,091,718 to 675,796; total for these destinations, from 2,118,788 to 1,537,128. In the first six months of this year increases over last year were recorded in the tonnage to South America from 1,097,130 to 1,130,654, and to Africa from 189,918 to 223,209, while to the Philippines, Asia, Australia, etc., there was a decrease from 979,648 to 889,833. These summaries have just been compiled by the United States Bureau of Navigation.

A feature of the record is the increasing trade with South American countries during the first half of 1915, although the commerce with those countries as indicated by total tonnage was reduced in the first few months of the war.

Clearances of American Tonnage in Foreign Trade.

The figures given include American and foreign vessels combined. The record of net tonnages of American vessels alone cleared for the same periods in the export trade of the United States for various parts of the world have also been prepared. The ship-registry act of August 18, 1914, enabling the American owners of foreign-built ships to bring them under the American flag and register, did not take effect practically until the issue of the Executive Order of September 4, 1914. Between that date and June 30, 1915, vessels numbering 148, of 338,354 net tons (523,361 gross tons), took out American registers.

The effect of the act is seen in the increased American tonnage in our export trade to all parts of the world. Trade to Quebec and Ontario is nearly all across the Great Lakes and St. Lawrence, and vessels on those waters are not registered, nor were any registered

under the act of August 18 for those waters. The records of clearances of American vessels for the corresponding five and six months periods were:

Countries for which cleared.	August to December.		January to June.	
	1913	1914	1914	1915
Europe.....	199,355	335,805	217,364	501,814
Great Britain.....	103,638	187,875	122,874	169,277
France.....	.....	16,192	.....	41,802
Italy.....	.....	40,444	.....	64,740
Norway, Sweden and Denmark.....	.....	38,464	.....	67,155
Netherlands.....	8,626	32,467	.....	69,753
Belgium.....	77,893	.....	94,218	.....
Germany.....	8,405	14,729	.....	62,594
Austria-Hungary.....	.....	.....	.....	.....
Rest of Europe.....	492	5,634	272	26,463
Africa.....	4,188	11,801	75	29,274
Asia, Australia, Philippines, etc.....	39,038	16,678	46,487	89,233
South America.....	60,311	129,287	89,813	379,245
Canada and Mexico.....	6,376,376	4,555,705	3,200,069	3,159,984
Quebec and Ontario.....	5,032,402	3,404,822	2,215,792	1,795,883
Nova Scotia, New Brunswick, British Columbia.....	903,974	796,936	722,267	841,428
Mexico.....	440,343	353,947	322,010	522,673
Panama.....	204,063	299,411	248,551	551,995
Cuba.....	380,475	429,524	432,501	754,078
Parts of North America not enumerated.....	109,005	203,592	169,100	412,707

Record of Clearances for All Parts of World.

The record by countries of the tonnage of vessels cleared from the United States for foreign countries in all parts of the world is here given, with the comparisons between the period for the first five months of the war and the corresponding period in the preceding year, and also the comparison between the first six months of the present year and the first half of last year:

Countries of destination.	August-December.		January-June.	
	1913	1914	1914	1915
Great Britain.....	3,852,537	3,315,769	3,682,513	4,209,892
France.....	833,173	934,503	826,761	1,773,378
Italy.....	725,618	973,690	1,017,352	1,567,075
Norway, Sweden, and Denmark.....	284,423	683,469	342,988	1,014,810
Netherlands.....	770,060	460,184	851,104	989,863
Belgium.....	501,757	32,380	530,847	.....
Germany.....	1,777,453	19,891	1,818,011	63,574
Austria-Hungary.....	185,897	.....	282,974	.....
Rest of Europe.....	320,319	373,833	415,557	496,202
Total for Europe.....	8,751,237	6,513,919	9,768,157	10,114,94
Quebec and Ontario.....	7,376,396	6,002,064	3,834,684	3,405,420
Nova Scotia, New Brunswick, British Columbia.....	2,092,010	1,971,792	2,109,488	1,924,957
Mexico.....	1,183,715	713,372	1,236,852	845,754
Panama.....	361,514	175,689	846,795	964,238
Cuba.....	1,019,807	950,712	1,378,979	1,444,205
Rest of North America.....	1,416,069	1,268,333	1,711,918	888,464

In these records the net ton equals 100 cubic feet available for cargo or passengers, and will carry for example, 2½ tons weight of coal. The net tonnage of vessels cleared from the United States for foreign countries during the fiscal year from July 1, 1913, to June 30, 1914, inclusive, was 53,183,409 net tons, the largest in the history of the United States.

MINING AND RAILWAY ENTERPRISES IN MANCHURIA.

[Consul General P. S. Heintzleman, Mukden, China, July 29.]

Six years ago a Chinese, Chen Pao-ho, obtained a coal-mining concession at Ta Yao Kou, in the southeastern part of Fengtien Province. This concession, which covered an area of 44 acres, was worked with varying success until October, 1914, when a Cantonese merchant, Yeh Liang Ch'ing, became interested in the mine.

An analysis of the coal showed it to be of a better quality than the well-known Tongshan coal of northern Chihli Province, and the seam was found to be 50 feet in thickness. Mr. Yeh formed a new company, called the Tung Yu Coal Mining & Railway Co., with a capital of 5,000,000 taels, in 50,000 shares of 100 taels each. [The haikwan, or customs, tael is equivalent to 61 cents United States currency at present.] One million taels was paid up, the balance being held in reserve to be called for as required. The area of the concession was increased to 820 acres.

Railway Under Construction—Modern Equipment Ordered.

The nearest railway station is Nu-erh-ho, 20 miles from the mine, on the Peking-Mukden line, and south of Mukden 157 miles. Mr. Yeh saw that in order to make the mine pay it would have to be equipped with modern appliances, machinery, etc., and connected by rail with the Peking-Mukden line. He thereupon ordered the necessary 60-pound rails and rolling stock from the Peking-Kalgan Railway Administration, and employed as mining engineer a Chinese graduate in mining from an American college. He also engaged several engineers who had been educated in the Tongshan Railway and Mining Engineering College. The rails and rolling stock having arrived, the line is in process of construction.

Some machinery, boilers, etc., have been ordered from Arnhold, Karberg & Co., Shanghai, an electrical plant from the Siemens China Co., Tientsin, and a pumping plant from Jardine, Matheson & Co., Hongkong. All of this machinery is due to arrive by the end of November, 1915. With the present inadequate equipment the output is 200 tons per day, but with the installation of the new machinery it is expected to reach 2,000 tons daily. A contract has been concluded with the Peking-Mukden Railway Administration to supply 300 tons of coal per day, and several other contracts, aggregating 800 tons per day, have been secured in Shanghai and South China.

Two Narrow-Gauge Lines Proposed.

The company proposes to build two lines of narrow-gauge railway, one from the mine to Chao Yang, in inner Mongolia, and the other from the mine to Hulutao, the new port on the Gulf of Liaotung, which has been declared a treaty port and is soon to be opened to international residence and trade. The former will be about 100 miles and the latter about 40 miles in length. These railways will serve the double purpose of promoting the growth of the company's property and at the same time making possible the development of the agricultural and industrial resources of the region at present lying dormant for lack of capital and proper communications.

In the case of the Hulutao line, the coal can be carried from the mine to the wharf and loaded direct into steamers without further

handling. It is proposed to purchase two steamers, to be used to convey the coal direct to distributing centers in the south, their return cargoes for Manchuria also to be discharged at Hulutao. Between the mine and Chao Yang the only means of transportation is the mule cart. The cost, exceeding \$2 Mexican (about 80 cents United States currency at present exchange) per picul of 133½ pounds, practically prohibits the carriage of any but the less bulky and more expensive goods. The proposed line, besides providing for the exploitation of other coal fields which are known to exist, will reduce the transportation rates by about two-thirds. The head office of this company is in the native city of Tientsin, and there is also a branch at Newchwang.

It will thus be seen that once the construction of these railways and the working of the mines on a large scale are begun there are prospects for securing business in mining machinery, railway materials, rolling stock, etc. It is reported that several influential officials are interested in this project, so that sufficient capital should be forthcoming as required.

Hung Lo Hsien Coal Mine.

Two Chinese merchants, Shen Sheng-mao and Yu Shu-fang, have secured the right to a coal field near Hung Lo Hsien. They formed a share company with a capital of 100,000 taels, subscribed chiefly at Shanghai. The company's head office is at Yingkou. A Japanese, Kai Teng Tsing Ki, having examined the field, reported the coal to be of good quality, whereupon the Chinese company entered into an agreement with him for the joint operation of the enterprise. By the agreement the sole right of purchase is given to the Japanese, who in turn is to pay for the coal \$2.40 Mexican per ton at the mine and for transportation to Hulutao an additional \$2 Mexican per ton.

The period of the purchase right is 15 years. After September, 1915, the Chinese company has to hand over to the Japanese all the mined coal except what is used by the company itself in operating the mines. One month after September the Chinese company is bound to furnish 200 tons daily to the sole purchaser. If this amount is lacking, the company must pay at the rate of 50 cents Mexican per ton as a penalty. The mines are to be normally developed until they yield 1,000 tons daily. If this amount is not reached, or if the company sells to others than the Japanese, the company is liable to a fine of \$40,000 Mexican. The mining machinery and the light railway are security, the latter to be operated by the Japanese in case of default. In case of necessity the company can raise the price of the mined coal by an amount not to exceed 20 cents Mexican per ton. The sole purchase right is to expire in case the coal field is exhausted within the period of the lease. The contract has been in operation since June, 1915.

Opportunity for Investment of American Capital.

Hung Lo Hsien is in the southeastern part of Fengtien Province, in Chin-hsi prefecture, and within the sphere of Japanese influence. It is 30 miles from Hulutao. If the expectations of the company are fulfilled, it should be of importance to the new port of Hulutao, and may enter into competition with the Kai-lan Mining Administration,

a joint British and Chinese corporation, operating exclusive mining rights in the Kaiping coal fields.

However, owing to the nonfulfillment of the terms of the contract by the Japanese, the agreement has become null and void, and the concessionaires have no immediate prospect of obtaining the necessary funds to purchase the machinery, rolling stock, etc., as it is not certain that the capital said to be subscribed at Shanghai will be forthcoming. Herein would seem to lie an opportunity for the profitable investment of American capital which should operate for the creation of a market for American manufactures, as materials are usually of the nationality of the capital engaged in operating the mines or loaned to the mining companies.

LOCUSTS DESTROY ORANGE CROP IN PALESTINE.

The citrus-fruit industry of Palestine, which prior to the war was rapidly becoming of great commercial importance to that historic country, is experiencing serious reverses. In the 1913-14 season exports of oranges to Egypt and Europe from Jaffa alone were 2,128,570 boxes, but of the 1914-15 crop only about 150,000 boxes could be shipped, the balance of the fruit being lost. Alexandretta also had 400,000 boxes of oranges available for export, and Tripoli in Syria a like number, all of which were a dead loss to the growers, because the war prevented shipment.

Added to these troubles, a scourge of locusts has now devastated the citrus groves of Syria. Consul General Hollis reports from Beirut under date of June 30, 1915, that about two-thirds of this season's (1915-16) orange, mandarin, and citron crop has been destroyed by locusts. Consular Agent Struve, of Haifa, adds under date of July 3, 1915, that "the locusts have eaten all the leaves and peeled the small branches of the citrus trees."

Consul General Hollis reported just prior to this last disaster that prospects for the citrus fruits this season were unfavorable, as there was no petroleum available to run the motors to irrigate the land.

These many reverses will give a great setback to the orange-growing industry in Palestine which was started only a few years ago, but with the resumption of normal conditions in Europe it will probably be further extended. Jaffa and other Syrian oranges have been gaining a strong foothold on the markets of England and northern Europe.

THE WINNIPEG GRAIN EXCHANGE.

An interesting report on the Winnipeg Grain Exchange, covering the reasons for its location in that city, its rules and regulations, bases of grain prices, theory of trading in futures, effect of the closing of navigation on prices, credit for financing purchases, mechanism of the Winnipeg Grain and Produce Exchange Clearing Association ("Clearing House"), and "hedging" by country elevators has been transmitted by Consul Frederick M. Ryder. This report (File No. 63735), in manuscript form, will be loaned upon request by the Bureau of Foreign and Domestic Commerce or its branch offices.

Consul Ryder states that his report is based on a recent publication, "Principles of the Grain Trade in Western Canada," by C. B. Piper, an active member of the Winnipeg Grain Exchange.

AMERICAN EXPORT TRADE FOR FISCAL YEAR.

A detailed account of leading articles contributing to the record-breaking exports of the fiscal year 1915 is supplied by the following table compiled from the June, 1915, "Monthly Summary of Foreign Commerce," shortly to be published by the Department of Commerce.

New high levels were touched during the closing month of the year, and, while certain classes show a decrease for the year, nearly all of them now participate in the general advance. Cotton, agricultural implements, lumber, and naval stores are the notable exceptions. The leading articles of export, in order of their importance in 1915, follows:

Classes.	Fiscal year—		Month of June—	
	1914	1915	1914	1915
Wheat and flour.....	\$142,400,000	\$482,400,000	\$11,100,000	\$18,900,000
Raw cotton.....	610,500,000	376,200,000	18,700,000	15,800,000
Iron and steel manufactures.....	251,500,000	225,900,000	18,900,000	31,800,000
Meat and dairy products.....	146,200,000	220,100,000	10,800,000	29,800,000
Mineral oils.....	152,200,000	133,700,000	13,400,000	13,500,000
Leather, and manufactures of.....	57,600,000	120,700,000	4,500,000	13,200,000
Copper pigs, etc.....	144,900,000	96,200,000	11,500,000	8,900,000
Cotton goods.....	51,500,000	72,000,000	4,200,000	7,300,000
Automobiles and parts.....	33,200,000	68,100,000	2,500,000	14,500,000
Horses.....	3,400,000	64,000,000	200,000	8,100,000
Coal.....	59,900,000	55,900,000	5,200,000	6,900,000
Chemicals, medicines etc.....	27,100,000	46,400,000	2,400,000	6,300,000
Tobacco, unmanufactured.....	54,000,000	44,500,000	4,300,000	4,500,000
Explosives.....	6,300,000	41,500,000	400,000	11,700,000
Corn and corn meal.....	8,300,000	41,300,000	800,000	3,400,000
Fruits and nuts.....	31,900,000	34,900,000	1,500,000	1,300,000
Oil cake and meal.....	21,700,000	28,900,000	1,100,000	1,000,000
Wool manufactures.....	4,800,000	27,300,000	400,000	3,600,000
Vegetable oils.....	16,300,000	25,800,000	700,000	2,300,000
Sugar, refined.....	1,900,000	25,600,000	100,000	3,000,000
Boards, deals, etc.....	57,600,000	25,100,000	4,700,000	2,600,000
Other wood and manufactures of.....	45,600,000	24,800,000	4,000,000	2,600,000
Zinc manufactures.....	400,000	21,200,000	36,500,000	3,000,000
Brass manufactures.....	7,500,000	20,500,000	600,000	4,300,000
Paper and manufactures of.....	20,700,000	19,800,000	1,700,000	2,100,000
Electrical goods.....	25,100,000	19,800,000	1,500,000	2,000,000
Barley.....	4,300,000	18,200,000	200,000	700,000
Cars and carriages.....	18,400,000	17,000,000	1,300,000	3,000,000
Rye.....	1,600,000	15,100,000	400,000	200,000
Rubber manufactures.....	12,400,000	14,800,000	1,200,000	1,700,000
Fish.....	12,800,000	12,900,000	800,000	1,600,000
Mules.....	700,000	12,700,000	38,300	2,500,000
Fiber manufactures.....	12,600,000	12,300,000	1,100,000	1,300,000
Naval stores.....	19,900,000	11,100,000	2,300,000	1,300,000
Vegetables.....	6,900,000	10,800,000	900,000	800,000
Agricultural implements.....	32,000,000	10,300,000	1,700,000	900,000
All other articles.....	225,600,000	218,400,000	18,700,000	27,700,000
Total domestic exports.....	2,329,700,000	2,716,200,000	154,100,000	284,100,000

GOOD AFRICAN ORDERS FOR WOOLENS.

Good orders are being received by British mills from South Africa for woollens and worsteds and other clothing materials. The United Kingdom shipped to British South Africa during the first half of this year 1,369,400 yards of woolen goods, valued at \$942,052, against 979,400 yards, worth \$453,115, in the like period of 1914, and 425,000 yards of worsteds, valued at \$263,808, against 795,600 yards, worth \$424,845. British sales of cotton piece goods to South Africa totaled 7,355,400 yards during the first six months of 1914 and 9,146,900 yards during the first six months of 1915.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Machinery, etc., No. 17989.—The Department of Commerce is in receipt of a letter from a railway official in the United States transmitting a letter from a business man in England who desires to receive information relative to buildings and machinery necessary for a stock farm and canning industry. The machinery, etc., is desired for shipment to South Africa. It is desired to secure equipment for a portable fruit-canning device. A similar device is also desired for slaughtering and canning beef.

Needles, thimbles, scissors, etc., No. 17990.—An American consular officer in France reports that the director of a large department store in his district desires to communicate with American manufacturers of brushes of all kinds, needles, thread, novelties, thimbles, and scissors, etc. Catalogues, correspondence, etc., should be in French.

Mineral waters, No. 17991.—A firm in Portugal wishes to secure the services of an agent in the United States for the sale of mineral waters. Correspondence may be in English. Bank reference is offered.

Automobile trucks, No. 17992.—An American consular officer in Spain has transmitted a report relative to a possible market for the sale of automobile trucks. A copy of his report may be examined at the Bureau or its branch offices. Refer to file No. 63942.)

General agency, No. 17993.—A Pacific coast commercial organization reports that it is in receipt of a communication from a company in France which desires to represent American manufacturers and exporters. The firm does not specify any particular line.

Tractors, No. 17994.—A planter in an insular possession informs an American consular officer that he desires to receive catalogues, price lists, and full information relative to small oil and steam tractors.

Oxide of zinc, No. 17995.—A paint manufacturer in France informs an American consular officer that he desires to purchase pure and powdered oxide of zinc. He desires to purchase on a cash basis.

Wines, No. 17996.—An American consular officer in Chile advises that a firm in that country desires to export wines to the United States.

Hardware, No. 17997.—A traveling salesman in France informs an American consular officer that he desires to represent American manufacturers and exporters in general lines of hardware. Correspondence may be in English.

Pumping station, No. 17998.—The Sydney office of the British Trade Commission reports that tenders are invited by the Metropolitan Board of Water Supply and Sewerage for the supply, delivery, and erection at the pumping station, Richmond, N. S. W., of two units, each consisting of a centrifugal pump and electric motor (contract No. 1032). Copies of the specifications and form of tender may be obtained from the offices of the Metropolitan Board of Water Supply and Sewerage, 341 Pitt Street, Sydney, N. S. W., at which address sealed tenders will be received until September 6. Each tender must be accompanied by a deposit of \$48.00. The bureau has no further information relative to this opportunity.

Auto plows, No. 17999.—An engineer in France informs an American consular officer that he desires to communicate with manufacturers of auto plows with oil or electric motors. He will deal on a cash basis and if necessary visit the United States to make proper arrangements. Correspondence should be in French.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

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Washington, D. C., Friday, August 20

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SWEDISH INVENTORY OF GRAIN.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, July 29.]

The Government of Sweden has decided to make an inventory during the first part of September of all the grain in the entire Kingdom, with the exception of the Provinces of Norrland and Dalecarlia.

AID FOR SWEDISH-AMERICAN STEAMSHIP LINE.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, July 29.]

The municipal council of Gothenburg having requested permission of the Royal Government to invest 1,000,000 crowns (\$268,000) in the Swedish-American Steamship Line, has now received answer that the Royal Government has no objection to the plan.

REDUCTION ON PULP AND PAPER IN FRANCE.

[Telegram from American Consulate General, Paris.]

Law August 14 increase to 95 per cent reduction of import duty on paper other than so-called fancy machine-made weighing more than 30 grams square meter, destined for newspapers, and on mechanical and chemical wood pulp. [By the decree of Feb. 17, 1915, referred to in COMMERCE REPORTS of Feb. 23, 1915, the rates of duty on pulp and news print paper were reduced 60 per cent.]

American Flour, Watches, and Soap for Morocco.

Notwithstanding the many factors that militate against American trade expansion in northwestern Africa, Consul General Maxwell Blake writes from Tangier that during the quarter ended June 30 last agents in Morocco were appointed for a Virginia flour-milling company and a New Jersey watch corporation; and a New York firm was placed in communication with a correspondent in connection with the introduction of American laundry soap, with full samples and a trial consignment to follow.

CONDITIONS IN THE PROVINCE OF HUELVA, SPAIN.

[Consul Wilbur T. Gracey, Seville, May 24.]

The Province of Huelva, situated on the coast and bordering on Portugal, covers an area of 3,914 square miles and contains a population of 260,880. There are 269 miles of roads, 181 miles of railway, 3 cities, 75 towns, 78 villages, and 891 farmhouses.

The principal products are those secured from the mines, such as iron and copper pyrites, iron, manganese, sulphur ore, copper shells, and copper bars or ingots. Other products are cork wood, cork stoppers, cork dust, cork waste, chestnuts or marrons, figs, wool, skins, almonds, pine cones, wax, salted meats, preserved fruits, oranges, dried palms, wines, and wine lees.

For coastwise trade to other ports of Spain and for shipment by rail to Spanish cities articles produced are: Fertilizers, mineral oils, olives and olive oils, almonds, tar, pitch, lupines, tiles, lime, coke, charcoal, chestnuts, beer, preserved fish, other preserves, cork and cork products, pork, fresh fruits, chickpeas, greases, lard, agricultural and other machinery, honey, furniture, straw, potatoes, dried fish, skins, pine cones, piping, iron minerals, cattle, sheep, goats, pigs, work animals, chemical products, cheese, salt, bran, cloth, wheat, vegetables, vinegar, wine, gypsum, electrical materials, and aguardiente.

The Province is mountainous in some parts and flat in others. In the mountain regions chestnuts, cherries, walnuts, oaks, cork trees, and other such products abound, including a special kind of oak which produces acorns upon which the pigs of this district are fed. The flat part produces olives, grapes, figs, oranges, lemons, etc.

Features of Fishing Industry—Mining Important.

A considerable amount of fish is found along the coast, especially tunny fish, sardines, striped tunny, corbina, hake, and cod. There is an important fishing and preserving business at Ayamonte and Isla Cristina, especially for sardines, and from May to June for tunny. This industry supports a large number of factories, and fish in its preserved state is exported, tunny to Italy and the Spanish cities and sardines to South America and the interior. The industry supports a large population of both men and women workers, who receive high wages for this district and have satisfactory contract work.

In the mountain towns, woolen and linen textiles, woolen blankets, wax, morocco-leather articles, hides, leather soles, tiles, cement, and fertilizers are manufactured. Shipbuilding is also carried on. Huelva is one of the most important mining Provinces of Spain, the most important mines being:

Most Important Mines in District.

Tinto y Santa Rosa; consists of a group of mines situated at Zalamea la Real, Calanas, and Valverde del Camino, producing copper-iron pyrites.

Castillo de Buitron; comprises 4 concessions in Zalamea, with a railway from Buitron to San Juan del Puerto, and produces iron and copper pyrites.

Poderosa; consists of 9 concessions at Zalamea, with a superficial area of 242 acres, producing copper-iron pyrites.

Concepcion; comprises 18 concessions at Almonaster la Real, having an area of 432.43 acres, producing copper-iron pyrites.

Zalamea Copper Co. (Ltd.); mines of San Diego and San Juan at San Eduardo, producing, like the former, copper-iron pyrites.

La Joya; consists of 8 mines belonging to the firm of Hijos de Vasquez Lopez, producing copper-iron pyrites and other minerals.

El Lomero; situated 4 miles from the station of Valdelamusa.

Carpio; has an area of 321.23 acres, situated in the district of Cortegana, producing iron pyrites.

Perrunal; situated in the district of Calanas, with an area of 861,110 square feet, situated 2 miles from the station of El Cerro, producing copper-iron pyrites.

Las Cabezas del Pasto; consists of various concessions, with an area of 422.54 acres, situated in the district of Puebla de Guzman, producing principally iron pyrites.

Las Herrerias; composed of a group of mines covering an area of 748.72 acres in the district of Puebla de Guzman, producing mineral and copper shells.

Rio Tinto; the most important mine of the Province, and one of the greatest copper mines in the world.

Electrical and Other Installations in Rio Tinto.

As this mine is well known, it is hardly necessary to go into details other than to give a few particulars of the electrical and other installations. The electrical machinery necessary for providing power has been installed on grounds belonging to the company, at a cost of \$253,180. A sulphuric acid factory has been in operation also for 20 years and, although the system is now said to be somewhat antiquated, in its time it was superior to any others. Its production is sufficient to supply the superphosphate factories belonging to the Sociedad Anonima de Productos Quimicos de Huelva, and the Rio Tinto Co. is said to be contemplating the transfer of the present plant to the city of Huelva if a suitable site can be found. The company also has a factory and foundry for working copper and pyrites.

The great layers of iron pyrites in the Tharsis mines and the hope that some day the price of sulphur will increase make the progress of the work in the future of special interest. The work commenced in 1912. In the Tharsis group the layer of Sierra Bullones has been slightly worked in recent years. In 1912 various explorations were made to study the mines, and similar work is now projected in the northern vein. Development is also going on at Almagrera. It is expected that about 36,000 tons will soon be exported. In La Zarza subterranean explorations are being carried on.

In addition to the mines named there are several others which, owing to the lack of railway connections, are not largely developed, and the production is therefore limited. The proposed railway from Huelva to Paymogo will when completed open up a number of mining properties.

Large Quantities of Supplies Required for District.

The industries consume great quantities of explosives, octagonal steel for augers, cables, box cars, capstans, ties, rails, lime, cement, and construction materials, coal for locomotives, etc. All of these goods are imported from England and France.

In the fishing industry and packing of the products, considerable coal is required for the steam plants. Olive oil is secured from Tortosa; tin and solder are imported. A certain quantity of tinned fish is sent to France. Further information regarding the fishing industry may be obtained from the board of trade (Camera de Comercio) of the town of Ayamonte, Province of Huelva. The goods are carried to Cadiz, and shipped abroad.

In the pig industry goods are shipped to Cadiz for transshipment abroad. It is estimated that the annual slaughtering is about 40,000 pigs, of a value of from \$1,158,000 to \$1,351,000.

The manufacture of fertilizers is carried on in Huelva, the production being calculated at 60,000 tons per annum, which at prices of from \$14.47 to \$15.44 gives a value of over \$772,000. The sulphuric acid required in this industry is manufactured and supplied by the Rio Tinto Co.

Cork Manufactures in Export Business.

The manufacture of cork stoppers is carried on in the mountain districts and the exportation amounts to 377 tons per annum, in addition to which cork in squares, cork waste, cork wood, and cork dust are exported to the amount of 5,000 tons, coming largely from other Provinces which make Huelva their shipping port.

Most of the tins used in the fishing industry are imported cut to shape, the soldering being the only work done locally. They are secured from Spanish factories. Nets used by the fishermen are imported from Germany. The only imports used in the pig industry are the tins used for packing lard. These tins are almost all secured from Spanish factories. Chestnuts are exported to England and America and figs to Germany. The only imports needed in the cork industry are of machinery for the manufactories.

Agricultural machinery is imported from England and Germany. Most of the electrical works in the Province have received their machinery and supplies from Germany. The workshops at Huelva, which construct machinery for pressing wine, oil, etc., secured their iron from Bilbao, foundry ingots from Great Britain and Spain, and the steel cylinders for hydraulic machines from Germany.

Other articles generally needed in the industries of the district have been imported from these sources: From Germany, England, France, and Belgium, oils, lubricants, mineral oil, wire, steel, mineral and vegetable tar, asbestos, sulphur, bronze, coal and coke, beer, cement, nails, copper, nets, solder, explosives, lime phosphates, greases, tools, iron, ingots, sheet tin, fire bricks, soap, machinery in general, metals, paint, pipes, chemical products, and copper sulphate; from Russia and Sweden, lumber.

Principal Destinations of Exports from Province.

The exportations in the last normal year (1913), which gives a better idea of the actual trade than the abnormal conditions of 1914, were:

To Germany—to Hamburg, 216,500 tons, consisting of copper shells, copper in boxes, copper-iron pyrites, iron pyrites, the balance being divided between fish oil, wax, preserves, cork in squares, cork waste, cork stoppers, figs, skins, and wines.

To Bremen, 38,000 tons, 37,000 being iron pyrites, the balance being corks, skins, and wines.

To Frederickstadt, 1,300 tons of copper-iron pyrites.

To Harboorg, 1,460 tons of copper-iron pyrites.

To Herrenwyk, 3,400 tons of iron minerals.

To Koenigsberg, 25,000 tons of iron pyrites.

To Memel, 23,000 tons of copper-iron pyrites and 20,000 of iron pyrites.

To Noufharwasser, 23,500 tons of copper-iron pyrites.

To Oslebishaussen, 10,500 tons of iron minerals.

To Stettin, 33,500 tons of copper-iron pyrites and 80,000 of iron pyrites.

The total of these shipments amounts to 485,000 tons.

To Austria.—The exportation to Austria has consisted only of 9,000 tons of iron pyrites to Fiume and 15,000 to Trieste.

To Belgium.—Antwerp, 93,000 tons of merchandise, including 23,000 of manganese, 22,000 copper-iron pyrites, 47,000 iron pyrites, the balance in small quantities of wax, copper shells, cork and cork products, skins, and wines.

To Denmark.—The total export was 6,000 tons of copper-iron pyrites to Aalborg and another 6,000 tons of the same mineral to Aarhus.

To Holland.—To Rotterdam, 563,000 tons, which, with the exception of cork and cork products and wines, is composed entirely of iron minerals, copper-iron pyrites, and iron pyrites.

To Italy.—To Venice, 30,000 tons of iron pyrites.

To France.—342,000 tons of iron pyrites were exported to various places, 4,800 tons of copper-iron pyrites to Bordeaux, Cette, and Dunkirk. The balance of the 380,000 tons, which was the total export to France, consisted of chestnuts, almonds, copper shells, preserved fish, cork and cork products, figs, wool, wine lees, manganese, skins, pine cones, and wines.

To Morocco.—85 tons of preserved fish, pine wood, and wines.

To Portugal.—13 tons of dried palms for Faro and 19,000 tons of iron pyrites.

To Russia.—28,800 tons of iron pyrites, 2,500 tons of which went to Mariampol, 23,000 to Riga, and 2,500 to Petrograd.

To Sweden.—14,500 tons, of which 2,500 were mineral iron shipped to Helsingborg, 10,800 copper-iron pyrites to Malmoe, and 1,200 iron pyrites to Stockholm.

To England.—578,800 tons, consisting of 4,000 tons of copper shells, 2,800 tons of copper in boxes, 5,000 tons of iron minerals, 215,000 tons of copper-iron pyrites, and 345,000 tons iron pyrites, the remainings 7,000 tons being chestnuts, preserved fish, cork and cork products, fruits, cattle, figs, oranges, skins, and wines.

Exportations to the United States.

Exportations of iron pyrites to the United States amounted to 452,000 tons, destined to the ports of Baltimore, Boston, Charleston, Jacksonville, Mobile, New Orleans, New York, Pensacola, Perth Amboy, Philadelphia, Savannah, and Wilmington. Of copper-iron pyrites, 273,000 tons were destined for Baltimore, New York, and Philadelphia. Copper shipments in boxes amounted to 17,500 tons.

Cork and cork products amounting to 1,118 tons were exported to Baltimore, New York, and Philadelphia.

Although the exportations of minerals decreased in 1914 by 358,983 tons from the preceding year on account of war conditions, the quantity shipped to the United States increased, the exports showing an increase of 77,793 tons to American ports. The principal exports to the United States in 1914 were 513,924 tons of sulphur ore, 268,509 tons of copper ore, 4,057 tons of copper ingots, 1,134 tons of cork waste, and 640 tons of marrons.

Australia.—Five thousand tons of iron pyrites were exported to Fremantle and another 5,000 to Wallaroo.

Cuba.—Five tons of wine for Habana.

Chile.—Three thousand tons of iron pyrites were exported.

Natal.—Ten thousand five hundred tons of iron pyrites to Durban.

The exports during 1914 were seriously affected by the conditions existing in Europe after the 1st of August, and a considerable decrease was recorded.

Competition of Products of Other Countries.

The minerals produced and shipped from this district are not seriously affected by competition of other countries, with the exception of manganese. This comes into competition with the product of the Caucasus and India, which is of richer quality, and can be produced at a lower price, so that the total production is not sold. There is said to be a large quantity of this mineral yet unexploited in the Huelva district, owing to the lack of roads and other transportation facilities.

The wine production, which is already of considerable importance, and which it is expected will be doubled within a few years, has suffered in competition with the French and German products, and it is said that the French markets only import these wines when there is a shortage in their own crop, and only then after endeavoring to secure their supplies from Italy and French Morocco. This is said to be the case notwithstanding the fact that the quality of the Huelva wines compares favorably with those of other foreign markets.

It is also stated that in making shipments to Germany, in order to satisfy the buyers, it has been necessary to ship Huelva wines by way of the port of Cadiz and with the labels of Jerez, a famous wine district. Fruits and products, like chestnuts, figs, etc., are sent to the British markets and come into competition with similar products from other countries. They are shipped at the lowest price and sold by auction.

Higher Cost of Imported Products.

Owing to the rise in freight and insurance rates, the cost of imported machinery, coal, lumber, and supplies for the mines has increased by over 25 per cent.

Although the mining industry is one of the most important in Spain, it has not yet been developed to its limit. There are still said to be an infinite number of mines which are paralyzed for want of highways and railways. The railway line from Huelva to the Portuguese frontier via Paymogo would be a great source of wealth to the Province and have a profitable business. This road would

bring to the port of Huelva an immense number of mineral trains, which can not to-day be worked because the transportation from the mines to the railways which serve the port of Huelva make the exportation profitless.

The line from Huelva to Ayamonte, of which the Sociedad General Española de Ferrocarriles Secundarios are the concessionaires, has been in the course of construction, the rails having been laid in several parts, but owing to the war work has been practically suspended.

In view of the present situation, the Board of Trade of Huelva suggests the necessity, as a means of conserving the present routes in the Province, of obtaining from the Government permission to undertake this work on an extensive plan, with the improvement of the present roads and their subsidiaries, and plans to encourage the idea that one of the best uses for foreign and national capital would be to build such lines as are now needed for the relief of the mining zones.

Industries Affected by Present Conditions.

The Province, being dependent largely upon its mineral industry, has suffered greatly by the abnormal condition in Europe and the reduction to about one-half of the shipping and production of the Rio Tinto and Tharsis companies and Sociedad de Piritas, the working and shipping from the other mines having entirely stopped in September, 1914. The companies remaining at work arranged for the exchange of work by the employees, so that only half time is paid for. The line from Zafra to Huelva was almost paralyzed, owing to the shortage of mineral shipments, and the port of Huelva was obliged to lay off some of its workmen because of decreased traffic. Of over 35,000 workmen employed in the mines in Huelva Province, by the month of October scarcely 15,000 were being employed, and these only with reduced hours of labor and wages.

It is said that the industries, principally for interior trade, which have not been seriously affected by the abnormal conditions, are flour manufactures, cultivation of cereals, electric lighting companies, fertilizer factories, agricultural machinery manufactures, and the makers of aguardientes and beer.

Much of the information here presented is based upon the report of the Chamber of Commerce of Huelva, recently published.

[This report is the fifth of a series, former reports having appeared in COMMERCE REPORTS of Mar. 4, July 29, Aug. 7 and 16, 1915.]

ROSELLE GROWING IN AUSTRALIA.

The growing of roselle in Hawaii, Formosa, and the Philippines for jam making has been noted recently in COMMERCE REPORTS, one reference being to the use of \$50,000 to \$100,000 worth annually by a Chicago firm for jams, jellies, and a nonalcoholic drink. Australia is also taking an interest in roselle (*Hibiscus sabdariffa*), the following item being from the Sydney Herald of July 16, 1915:

The fruit expert in Queensland has called attention to the opening for the growth of rosellas, a small fruit which gives a rich jelly, and has a glorious purple color. On account of this it is in demand among jam manufacturers for the coloring of paler fruits.

THERMOMETERS IN DISTILLATION FLASKS.

The Bureau of Standards of the Department of Commerce has just issued Technologic Paper No. 49, entitled "The Emergent Stem Correction for Thermometers in Oil Distillation Flasks."

Complex mixtures of hydrocarbons of different chemical composition are separated into simpler fractions by fractional distillations carried out between definite temperature limits. Such distillations are carried out in laboratory tests in several different forms of flasks, in which the temperature limits fixed by the specifications are measured by mercurial thermometers, the stems of which project out of the flask into the room, and thus cause the thermometers to read too low—i. e., lower than they would read if the bulb and stem were all at the temperature of the oil vapor around the bulb. To find the true temperature of the vapor it is therefore necessary to apply a so-called stem correction to the observed reading of the thermometer. In the paper above referred to these stem corrections have been determined for several different forms of distillation flasks, and it is shown that in oil distillations tests carried out in the interval 200° to 300° C. it may amount to over 15° C. (27° F.), and it is shown that different chemists fractionating the same oil will find quite different results if one applies the stem correction and another neglects to do so.

The paper also gives a very simple method by which the chemist can determine the total correction that he must apply to the observed reading of his thermometer to find the true temperature of the vapor in the flask—i. e., the total correction due to scale error and to emergent stem. The method consists in reading the thermometer when naphthalene is boiled in the flask, and again when anthracene is boiled in the flask. The boiling point of the former has been found to be 218° C. and of the latter 340° C. The amount by which the observed thermometer readings differ from these two temperatures gives the total correction to the thermometer at two points on its scale, and corrections at intermediate points can be found by interpolation.

Copies of this paper may be obtained without charge upon application to the Bureau of Standards, Washington, D. C.

MERCANTILE ORDERS FROM PARAGUAY.

[Consul Samuel Hamilton Willey, Asuncion, July 3.]

Recent trade extension results, which in a measure were brought about by activity of the American consular service at this place, are the purchase of 1,000 bags of rice, each containing 220 pounds, by a commission agent of Asuncion, and small lots of jewelry and novelties, for introduction in this market.

The concrete results of trade extension as regards commodities actually imported from the United States will for the present be insignificant. The merchants here have not at present the funds to import in quantity, and are replenishing their stocks by means of small orders from Buenos Aires and Montevideo.

Ocean Island, in the Pacific, is shipping over 200,000 tons of phosphate annually.

WHOLESOMENESS OF BUTTERFISH EMPHASIZED.

The Bureau of Fisheries of the Department of Commerce emphasizes the value of butterfish as a food, in connection with proceedings which took place in New York late in June. At that time an interdiction had been placed on the sale of this fish in New York City by the local health officials on the ground of parasitic infection. Prompt action by the bureau averted a serious situation, which might have prevented the marketing of several million pounds of cheap and wholesome food fish, with consequent injury to the fishermen, the fish dealers, and the ultimate consumers. The bureau considers that the trap fishermen along the coast would have suffered especially, as the butterfish represents a large portion of their catch each year.

The Bureau of Fisheries, in referring to the results of its action, says that if the embargo had been once put into effect it would have ruined the butterfish trade for some time to come, and might have affected the use of other popular food fishes. The embargo was prevented as a result of the course of action which followed the sending of a telegram by Secretary of Commerce Redfield, asking the New York Board of Health to suspend judgment, while Dr. Edwin Linton, a recognized authority on the parasites of food fishes, went at once to New York to appear before the board of health. It was finally decided that such parasites as were actually found in the fish would have been removed by cleaning and washing in the ordinary preparations for cooking, and that the value of the fish as food was in no way impaired.

EARNINGS OF ARGENTINE RAILWAYS.

[Review of the River Plate, July 9; all sums expressed in United States gold.]

The financial year of most of the railways in Argentina ended June 30 last. All of the British-owned companies, with the solitary exception of the Buenos Aires Western, show decreases ranging from \$2,500,000 downward. The approximate aggregate receipts of the British companies for the last three years were:

Railways.	1912-13 (to June 28-29).	1913-14 (to June 27-28).	1914-15 (to June 26-27).
Great Southern	\$31,919,375	\$26,483,495	\$23,923,715
Pacific	27,013,940	23,568,460	22,000,315
Central Argentine	31,378,070	29,274,425	27,921,545
Buenos Aires Western	14,008,270	12,025,120	12,122,450
Buenos Aires Midland	682,995	581,410	566,035
Entre Rios	2,959,805	3,054,215	2,072,640
Argentine Northeastern	1,722,270	1,621,158	1,197,685
Cordoba Central	9,214,950	9,540,925	8,132,435
Buenos Aires Central	1,212,595	1,402,044	1,150,350

Of the French companies, the Rosario-Puerto Belgrano makes a better showing than last year to the extent of \$91,247, but the Santa Fe Co. and the Compania General are both down with decreases of \$1,283,990 and \$164,989, respectively.

During June, 1915, Spain imported 83,122 tons (short) of wheat. Of this amount, 22,241 tons, Consul Honey, of Madrid, states, came from the United States.

OUTLOOK FOR SWISS HOTEL INDUSTRY.

[Vice Consul Reginald H. Williams, St. Gall.]

This is not a time for pleasure trips or for travel in pursuit of health, and it is universally conceded that Swiss hotels and pensions will be deprived to a very appreciable extent this summer of their regular clientele and the economic life of Switzerland affected in many ways. Statistics prepared for the National Exposition at Berne place the amount of money annually put in circulation by tourists in Switzerland at 500,000,000 francs (approximately \$100,000,000 United States gold). Of this sum about 5,000,000 francs (roughly \$1,000,000) represents increased postal receipts, 2,000,000 francs (\$400,000) increased telegraph and telephone receipts, and customs receipts are likewise much augmented during the tourist season. Further, the national railways derive 15,000,000 to 20,000,000 francs (\$3,000,000 to \$4,000,000) from tourist traffic annually.

In 1912—which may be taken as an average year—there were 3,585 hotels for tourists in Switzerland, employing 43,000 people, whose salaries exceeded 23,000,000 francs (\$5,600,000), while the amount of capital invested in the hotel industry reached the sum of 1,135,000,000 francs (\$227,000,000). Before the commencement of the war, however, the hotel industry had already experienced more than one poor season, and even at the beginning of 1914 the outlook was not promising; that season closed with a loss of 40 per cent in receipts.

At a recent convention of representatives of the hotel industry of Switzerland it was brought out that in ordinary times English, French, German, and American travelers form more than 60 per cent of the foreign visitors in Switzerland. This year hope seems to be abandoned of receiving tourists from any of the belligerent countries in any appreciable number, and the opening of the Panama Canal and the holding of the San Francisco Exposition are expected to affect the number of Americans who might otherwise have sought the Swiss resorts. That a revival of the Swiss hotel industry is confidently looked for upon the close of the present European conflict is evident, but in the meantime the hotel keepers have asked the Federal Council that some extraordinary measures be taken to relieve the unfavorable conditions now prevailing. Among these proposed measures are the creation of a Government system of mortgages on furniture and other assets, and a legal delay of two years after the end of the war for the payment of interest on mortgages.

Motor Boats and Cars for Persian Gulf District.

Consul James Oliver Laing, of Karachi, India, foresees a demand for American motor boats and automobiles in the Persian Gulf district at the close of the present European war. He suggests that catalogues and price lists be sent to his office, in order that they may be ready for use as soon as contraband conditions make it possible for the consulate to assist importers and exporters of these lines.

OPENING OF ARMOUR FREEZING WORKS IN ARGENTINA.

[Review of the River Plate, July 9.]

The new Frigorifico Armour de La Plata was inaugurated last Saturday afternoon in the presence of the President of the Republic, the Governor of the Province of Buenos Aires, cabinet ministers, and other high personages, and an assembly of representative business men, cattle breeders, and other. It has a capacity of 1,200 cattle, 2,000 hogs, and 2,500 sheep daily. The entire plant, exclusive of a few minor buildings, is of concrete and steel construction and is equipped to manufacture all the various products known to the packing-house industry.

The refrigerating, pumping, and electrical machinery constitutes the very latest word in installations of this kind and was brought from the United States. The canning room, sausage plant, curing plant for beef and pork products, and smokehouses for hams and bacon are either installed or in process of arrangement, and altogether the plant will be the most modern and up-to-date plant in the world. The docks, when completed, will accommodate two of the largest refrigerated boats as well as a lighter. Many of the principals of the institution were naturally brought from the United States, but a number of the foremen and several department superintendents were engaged locally.

It is proposed by the Frigorifico Armour de La Plata in the preliminary installations of the hog plant to aid the development and growth of the hog business, the Armour company's experience proving that there is no more ideal country for the development of this branch of the live-stock industry than Argentina. Some changes in feeding and some precautions in the matter of protection against heat in summer must be taken in order to produce results, but the new frigorifico will kill hogs every day in the year and will compete not only in the local market, but in the markets of the world with its Argentine products.

ALOE-FIBER SHIPMENTS FROM MAURITIUS.

The fiber industry is, after sugar, the most important agricultural industry of the island of Mauritius in the Indian Ocean. The fiber is obtained almost entirely from forms of *Furcraea gigantea*, which are now to be found growing in practically all the districts of the island. The area under aloes is estimated at 20,000 arpents (1 arpent = 1.043 acre).

In 1913 there were 42 factories in operation. They are small ones, their individual output ranging from 50 to 100 tons a year.

The following figures show the exports of aloe fiber and their value (rupee=\$0.324) :

Year.	Metric tons.	Rupees.	Year.	Metric tons.	Rupees.
1909	1,878.6	530,700	1912	2,249.0	681,975
1910	2,021.2	627,485	1913	2,912.7	853,575
1911	2,129.3	600,495			

EXPORTS FROM THE FLORENCE CONSULAR DISTRICT.

[Consul F. T. F. Dumont, Florence, Italy, July 29.]

The value of the declared exports to the United States from the Florence consular district for the six months ended June 30, 1915, was \$1,380,140, as compared with \$1,577,757 for the corresponding period in 1914. The number of invoices certified was 1,017, compared with 1,500 in 1914. Had it not been for increased exports of leghorn straw hats and braids, which have again come into favor in the United States, exports for the past six months would have shown a decrease of 33 per cent from the preceding year.

Government regulations concerning the exportation of hemp have almost stopped the shipments. Dealers in the United States, fearing that the export of cheese might be prohibited, made large purchases in the beginning of the year. High prices have caused a falling off in wine exports. It is said that the needs of the local market have prevented exports of raw silk, but this seems unlikely, and some other explanation must be sought.

The city of Florence has suffered severely from war conditions, which prevent comfortable tourist travel. Many of its shops and hotels, which depended entirely upon trade from tourists, are closed. In Florentine specialties, such as alabasters, artistic furniture, embroderies, antiquities, majolicas, marbles, terra cottas, paintings, etc., trade dwindles with the duration of the war, showing to what an extent the city and surrounding villages depended upon American tourists.

The trade in antiquities is dead, and dealers are sending their goods on consignment to be sold in the United States. Some of the largest dealers have gone to the United States from time to time, taking their goods with them, and have canvassed the larger cities for trade.

Declared Exports to the United States.

A statement of the value of declared exports for the six months ended June 30, 1915, and a comparison with the corresponding period in 1914 shows:

Articles.	1914		1915	
	1st quarter.	2d quarter.	1st quarter.	2d quarter.
Alabaster.....	\$20,318	\$17,822	\$15,784	\$10,623
Antiquities.....	20,876	89,524	13,487	68,301
Books.....	4,678	2,437	3,360	4,587
Bronzes.....	966	4,030	5,615	1,493
Broom corn.....	924	390		
Cheese.....	46,416	50,972	100,481	35,895
Embroideries.....	17,070	11,175	10,629	8,586
Furniture.....	9,902	23,549	7,740	6,339
Hemp, raw braids, or plateaux.....	370,702	131,635	271,404	3,984
Household effects.....		3,985	2,332	1,957
Majolicas.....	2,687	2,913	3,992	1,306
Marbles.....	31,829	40,253	24,492	11,877
Medicinal articles.....	1,242	1,934	2,450	1,679
Olive oil.....	1,840	1,142	1,766	1,819
Paintings.....	6,253	54,113	2,615	7,346
Paper, printing.....	1,754	2,672	7,067	5,006
Pastes, alimentary.....	7,527	10,496	4,500	8,914
Sausages.....	1,553		550	3,303
Silk, raw.....	31,232	41,039		
Silverware.....	1,005	3,114	7,218	2,319
Straw braids.....	99,925	11,808	186,342	55,705
Straw hats.....	144,881	130,957	280,961	134,404
Terra cottas.....	7,166	5,400	1,373	2,535
Tomato paste.....	15,772	10,965	11,506	5,685
Wine.....	19,325	19,867	10,960	16,569
All others.....	23,791	16,311	13,118	10,331
Total.....	889,664	688,093	969,957	410,183

Members of the permanent American colony in Florence, in order to help poor women out of work, have persuaded their friends in the United States to give orders for embroideries, and fully half the exports of embroideries of the past six months have resulted from their efforts.

RUSSIAN HEMP-TWINE SITUATION.

[Consul General John H. Snodgrass, Moscow, July 10.]

American hemp twine is imported into Russia in large quantities for use with harvesting machinery. At present considerable supplies of this article have accumulated in Vladivostok, and as it is urgently required in Russia, the Chief Administration of Railways has, upon the telegraphic request of the Omsk branch of the Moscow Agricultural Society, given instructions that 15 cars per day should be reserved for transporting twine.

At the beginning of spring the prices on American twine rose suddenly from \$6.69-\$7.21 per bale to \$12.36 in the case of private firms and to \$9.27-\$9.78 in emigrant stores. These latter, however, sell twine only to customers purchasing harvesting machinery.

Western Siberia, especially the southern districts of the Tomsk Province, is said to produce an excellent hemp well adapted to the manufacture of twine. The large sum expended for imports of American and Russian twine into Siberia has been recognized by one of the cooperative associations of Siberia, and the Hemp and Flax Manufacturing Artel of Biisk, which has been making trials in the manufacture of this product for some time, has now received large orders and has extended its production. In connection with the Barnaul Credit Association, a special company for the manufacture of hemp twine has been organized, which has purchased the necessary machinery, and is making extensive purchases of hemp in the Altai and Minusinsk districts of the Yenisei Province. This new company is receiving orders, and the prices, according to reports, average about \$6.18 per packet—the price that was paid for this article before the war.

Exports of Brazilian Nuts from Three Ports.

Exports of Brazilian nuts from Para, Manaos, and Itacoatiara during the period from January 1 to June 30, 1915, amounted to 407,687 bushels. Of this total, 188,542 bushels were from Manaos, 38,117 bushels from Itacoatiara, and 181,028 bushels from Para. Manaos shipped 100,890 bushels to Europe and 87,652 to American ports, Itacoatiara 24,274 to Europe and 13,843 to this side of the Atlantic, and the respective figures for Para were 87,496 and 93,532. The total exportation to Europe was 212,660, and to American ports, 195,027. The United States imported during the fiscal year ended June 30, 1914, 11,431,531 pounds of cream and Brazil nuts, having a value of \$641,825.

Advertising to reach the 315,000,000 people of India by moving pictures and pictorial trade-marks is described in detail in the new 640-page India Handbook, price \$1, from the Superintendent of Documents, Washington, or the branch offices of the Bureau of Foreign and Domestic Commerce.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers and signal letters designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the week ended August 14, 1915:

Name.	Official number.	Signal letters.	Tonnage.		Year built.	Where built.	Home port.
			Gross.	Net.			
POWER.							
Gas screw yacht:							
Daraga.....	213553		61	44	1915	Camden, Me.....	Greenport.
Lady Baltimore..	213550	LFNH	37	18	1915	Camden, N. J.....	Baltimore.
Pastime.....	213545		20	14	1915	Keithsburg, Ill.....	Chicago.
Gas stern wheel:							
Fontanelle.....	213552		42	42	1915	Decatur, Nebr.....	Omaha.
Oxford.....	213543		21	10	1915	Burnside, Ky.....	Louisville.
Gas screw:							
Annie H.....	213542		9	6	1915	Battery Park, Va...	Norfolk.
Clara D.....	213548		6	5	1909	Woodmere, N. Y.....	Patchogue.
Echo.....	213547		13	9	1915	Moir Sound, Alaska	Ketchikan.
Edna May.....	213554		7	6	1910	Milwaukee, Wis.....	Milwaukee.
Eunice.....	213551		15	10	1915	Brunswick, Ga.....	Brunswick.
Green Leaf.....	213556		9	8	1914	Jacksonville, Fla...	Jacksonville.
Ma Cherie.....	213546		13	11	1915	St. Helena, Md.....	Baltimore.
Panama.....	213544		19	13	1915	Harrisburg, Tex.....	Houston.
Wabash.....	213549		17	7	1915	San Francisco, Cal..	San Diego.
Steam screw:							
San Mateo.....	213201	LFJQ	3,300	1,842	1915	Belfast, Ireland.....	New York.
W. F. White.....	213555		7,180	5,548	1915	Lorain, Ohio.....	Cleveland.
UNRIGGED.							
Scow:							
Manson No. 3....	166098		37	37	1915	Tacoma, Wash.....	Seattle.

* Foreign-built vessels admitted to American registry under the act of Aug. 18, 1914.

The total number of foreign-built vessels admitted to American registry under the act of August 18, 1914, to August 14, 1915, was 156, of 552,495 gross tons.

SOUTH AFRICA BECOMES A MEAT EXPORTER.

South Africa is starting a meat export trade. So far, regular shipments have been proceeding only since May, the total to date being 14,354 quarters of beef. All of this has come from Natal, with the exception of about 1,500 quarters from Cape Town, and although on the whole of poor quality, it has realized 13 or 15 cents per pound at Smithfield market in England. Specially selected and given special supervision during the voyage by the officials of the Union Castle Line, an experimental consignment of 24 quarters from the Government School of Agriculture at Cedara even succeeded in obtaining 17 cents for hind quarters and 15 cents for fores.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

SALES OF AMERICAN LARD AND OIL IN COLOMBIA.

[Consul Ross Hazeltine, Cartagena, Colombia, July 29.]

Statistics give the imports of leaf lard into the port of Cartagena during the last calendar year as amounting to \$29,012, as compared with practically the same value for the preceding year. The importation of compound lard, however, was practically shut off by a prohibitive import tariff. In former years the imports of compound lard amounted to about the same as leaf lard, and the total trade amounted to upward of \$50,000, as against a total of \$31,795 for the year ended December 31, 1914. All this trade is in the hands of American firms which have resident representatives. The trade figures for 1914 are:

Classes of imports.	United States.	Great Britain.	Total.
Leaf lard.....	\$28,912	\$100	\$29,012
Compound lard.....	2,783	.....	2,783
Total.....	31,695	100	31,795

The import duty on leaf lard (item No. 25) is \$0.08 a kilo (2.2 pounds), levied on the gross weight. The duty on compound lard (item No. 26) is \$0.35 a kilo. A surtax of 2 per cent should be added to the above rate. Judging from the imports of compound lard in former years, the actual imports, and the prevailing import duty, there is nothing to be done toward increasing business.

Large Proportion from United States.

By far the greater part of the imports of oils, petroleum, and gasoline come from the United States. Statistics show that the quantities imported are not large, except in the case of mineral oils, especially crude petroleum which is refined locally. These figures cover the past calendar year:

Oils.	Germany.	United States.	Great Britain.	Others.
Linseed.....	\$1,041	\$6,118	\$2,519	\$1,154
Olive.....	146	3,318	62	1,393
Coconut.....	.....	1,120	.....	.....
Lubricating.....	509	15,473	4,179	160
Petroleum:	.....	.....	.....	.....
Crude.....	.....	196,576	.....	.....
Refined.....	.....	7,013	.....	.....
Gasoline.....	130	5,175	.....	119
Fish.....	.....	1,717	.....	10
Tallow.....	.....	3,980	576	.....

These figures show very little variation from those for the fiscal year ended June 30, 1914, with slight exceptions in the case of petroleum and gasoline. Crude petroleum exhibits a small gain and gasoline a loss owing to the manufacture of the latter by the local refinery.

[Lists of importers of the various items mentioned in the table of imports of the classes of goods under consideration may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 64545.]

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Photographic supplies, etc., No. 18000.—An American consular officer in France writes that a business man in his district desires to receive catalogues and full information relative to photographic apparatuses and supplies. The man is willing to purchase outright. Correspondence, etc., should be in French.

Textiles, etc., No. 18001.—A company in Brazil informs an American consular officer that it desires to get into communication with American manufacturers of textiles and wearing apparel. The company states that it will make payments on sight.

Umbrella handles, No. 18002.—A traveling salesman in France writes an American consular officer that he desires to represent American manufacturers and exporters of horn handles for umbrellas and parasols. Correspondence should be in French.

Iron and steel products, No. 18003.—A business man in Canada advises an American consular officer that he desires to represent American manufacturers and exporters of bar iron, spring steel, and steel sheets. The man states that he is in a position to place an order at once.

Opera glasses, No. 18004.—A business man in France writes an American consular officer that he desires to be placed in direct communication with American manufacturers of opera glasses. He desires to purchase on a cash basis or act as agent.

Hardware, No. 18005.—An American consular officer in France transmits the name and address of a traveling salesman in France who desires to represent American manufacturers of hardware.

Electrical supplies and stationery, No. 18006.—An American consular officer in China reports that he has been requested to supply catalogues and full information relative to electrical supplies and stationery. Correspondence may be in English.

Scientific instruments, photographic supplies, etc., No. 18007.—A firm in France informs an American consular officer that it desires to receive the names and addresses of American manufacturers and exporters of photographic supplies, scientific instruments, etc. The firm will purchase for cash or act as agent. Correspondence should be in French.

Motion-picture films, etc., No. 18008.—An American consular officer in Russia reports that a firm in his district desires to be placed in communication with American manufacturers of sundry instruments, etc., to be used in connection with cinematograph entertainments. Correspondence may be in English. Prices, weights, etc., should be stated in Russian equivalents. Quotations should be made c. i. f. Vladivostok.

Hosiery, No. 18009.—A business man in Italy informs an American consular officer that he desires to receive offers from American manufacturers of hosiery for women. Correspondence may be in English.

Bobbins, No. 18010.—An American consular officer in India has transmitted a detailed report relative to a market in his district for the sale of bobbins to be used in jute mills. He has also transmitted a sketch of a picking arm which may be examined at the bureau or its branch offices.

Glass, No. 18011.—A firm in England has informed an American consular officer that it would like to obtain c. i. f. quotations for window sheet glass cut to English dimensions. Mixed sized sheets are to be in each crate about 50 to 60 inches long by 30 to 40 inches wide. Bank reference is given. The firm desires to know what discount will be allowed if cash is paid in the United States before the goods are shipped. A copy showing prices which the company has been paying for its glass may be examined at the bureau or its branch offices.

COMMERCE REPORTS



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SPAIN'S FAVORABLE BALANCE OF TRADE.

[Consul Robertson Honey. Madrid, July 20.]

On May 31, 1915, the balance of trade for the preceding five months was in favor of Spain to the extent of 53,000,000 pesetas (peseta equals \$0.20, approximately). On the corresponding date of 1914 the balance of trade was against Spain to the extent of 101,000,000 pesetas.

MEXICAN OIL REPORT FOR JULY.

[Vice Consul Thomas H. Bevan, Tampico, Aug. 2.]

Notwithstanding the unsettled conditions now existing in this consular district, the shipments of oil for the month of July amounted to 979,094 barrels, as compared with 1,149,136 barrels during July, 1914, and 1,148,218 barrels during July, 1913. The bulk of this oil was shipped by the Huasteca Petroleum Co. and the Texas Co.

Of the shipments during July of this year 193,000 barrels went to Port Arthur, Tex.; 168,000 to New York, 120,864 to New Orleans, 89,530 to Lynchburg, Tex.; 7,734 to Sabine, Tex.; 58,000 to Port Tampa, Fla.; 40,849 to Galveston, Tex.; 39,000 to Warner, N. J.; 89,530 to Lynchburg, Tex.; 72,734 to Sabine, Tex.; 58,000 to Port Aransas, Tex.; 33,312 to Freeport, Tex.; 32,000 to Chester, Pa., and 20,000 to Baltimore, Md.

The Mexican Eagle Oil Co. shipped 433,257 barrels of crude oil from Tuxpam to United States ports during the month of July, and the Penn-Mex Oil Co. shipped 462,000, making a total of 895,257 barrels shipped from Tuxpam. Besides this amount the Mexican Eagle Oil Co. shipped 370,000 barrels from Tuxpam to its refinery at Minatitlan near Puerto Mexico, Veracruz.

Consul General A. L. M. Gottschalk has inserted daily in two of the leading Rio de Janeiro newspapers short notices of American companies desiring to enter into negotiations with Brazilian firms. Through a personal arrangement with the editors this service is without cost to either the Government or the inquirer.

EXPORTS FROM VENICE TO THE UNITED STATES.

[Consul B. Harvey Carroll, jr., Venice, Italy, July 29.]

An opportunity for comparing the exports from Venice to the United States for a half year under war conditions with a half year not under war conditions was given with the close of the June quarter of 1915. No figures on imports to Italy from the United States are available, but a study of the exports from Venice covered by consular invoices is possible, and the table here given presents a list that comprises the principal articles shipped during the first halves of 1914 and 1915.

In the first quarter of 1914, 236 consular invoices were certified at Venice, in the second quarter 238 invoices, the total value of the merchandise for the half year being \$486,018, or \$244,709 for the first quarter and \$241,309 in the second quarter.

In the first half of 1915, there were 232 consular invoices certified (less than in the first quarter of the preceding year), and the total value of the goods shipped to the United States was \$269,402, or \$216,616 less than in 1914, a loss of nearly half. To this should be added the great losses suffered by the fact that there was no American tourist trade, no direct purchases in small amounts by tourists in the shops, and no revenue on the tourists themselves to hotels, guides, railroads, and places of exhibition and entertainment.

Articles Entirely Removed from List.

War conditions took several articles entirely off the list which figured in 1914, so that in 1915 there were no shipments from Venice of acacia seeds, beet pulp (dried), cheese, broom corn, corn silk, cotton cloth, cotton yarn, camera films, garlic, glycerine, musical instruments, wrought iron, jute, peppers in vinegar, rags, or talc.

Dried sugar-beet pulp in the first half of 1914 had been shipped to the value of \$22,677; glycerine had been shipped to the value of \$26,418, broom corn to the value of \$9,344, and jute to the value of \$6,788.

Shipments of hemp decreased from \$178,820 in the first six months of 1914 to \$21,366 in the same period of 1915. The principal exports to the United States and their values were:

Articles.	1914	1915	Articles.	1914	1915
Antiquities.....	\$9,617		Macaroni.....	\$2,174	\$2,047
Art works, antique.....		\$10,967	Marble and stone:		
Beet pulp, dried.....	22,677		Carved.....	2,810	708
Ceramics.....	2,614		Rough.....	17,371	178
Cheese.....	2,643		Paintings and etchings.....	27,744	870
Corn, broom.....	9,344		Peppers in vinegar.....	2,804	
Cotton cloth.....	2,991		Raisins and dried grapes.....		3,181
Cotton yarn.....	5,477		Roots, marshmallow, althea.....		1,923
Cuttlefish bone.....	2,854	6,471	Shells, ornamented.....	386	1,804
Furniture and carved wood.....	5,447	4,191	Silk pile fabrics.....		2,516
Garlic.....	1,930		Silk manufactures, including partly rubber.....		1,232
Glass beads and spangles.....	13,735	7,106	Straw goods.....	11,223	
Glass mosaic cubes attached to paper.....	10,780	12,882	Straw hats.....		1,698
Glassware.....	19,357	4,288	Talc.....	1,117	
Glycerin.....	26,418		Twine.....	3,289	4,791
Hemp, not hackled or dressed.....	178,820	21,367	Vegetables, preserved.....	378	3,263
Idles, green or pickled.....	25,904	35,864	Woolen cloths.....	767	2,187
Jute.....	6,788		Wines.....	3,701	3,082
Lace, linens and embroideries.....	59,755		All other.....	4,903	10,989
Lace articles.....		72,601			
Lace, handmade.....		49,402			
Liquors, distilled.....		2,579			
			Total.....	486,018	269,402

With the entrance of Italy into the war the port was closed and such restrictions put on shipments that goods can leave Venice only with great difficulty. American buyers can come to this port only by special permission of the military authorities.

CROP CONDITIONS IN THE NETHERLANDS.

[Consul Frank W. Mahlin, Amsterdam, July 30.]

A report from this consulate in **COMMERCE REPORTS** for July 9, 1915, stated that heavy frosts had just occurred in parts of this country, of which the deteriorating effect on crops was not then evident.

The latest official reports show that the frosts did considerable damage to tender vegetables, like beans, in this and other northern Provinces, but no other injury is noted. The reports indicate that, as a whole, the vegetable crops are fully up to the average.

Good reports are made about all fruits, with only sporadic exceptions. The strawberry crop has been excellent. The growers in the Beverwyk district, the chief strawberry section in northern Holland, were apprehensive at the beginning of the season that their principal market would be seriously affected by the war. The usual quantity was taken by Germany, and prices were very satisfactory, being 26.50 florins (\$10.65) per 100 kilos (220.46 pounds). During the season, lasting about three weeks, 885 carloads of strawberries were sent from Beverwyk. The average per car being about 12,000 pounds; the total was fully 10,000,000 pounds. The record strawberry year at Beverwyk was 1913, when 1,000 cars were loaded; but it is stated that this year's weight of berries is not under that of 1913, because the cars were not so heavily loaded then as now.

Some of the ripening fields of grain about Amsterdam do not look healthy. The heads are not well filled, and the straw is short and thin. This applies particularly to rye, and in a degree to oats and barley. Wheat appears rather better.

LOCUSTS DEVASTATE SYRIAN OLIVE GROVES.

[Consul General W. Stanley Hollis, Beirut, Syria, June 30.]

During the past two months dense swarms of locusts have devastated the country, and it is now an established fact that the olive-oil crop has been greatly affected by them. The olive trees growing near the seacoast have suffered less than those in the mountains, but it is estimated that two-thirds of the entire olive crop has been totally destroyed by these pests.

Prices of olive oil have, in view of this fact, greatly advanced and are at present as follows: First quality, 16 piasters per oke (19.9 cents per pound); second quality, 14 piasters per oke (17.4 cents per pound). The piaster quoted is the market piaster, valued at \$0.035306 in American money.

Matchmaking Profits in South Africa.

The Lion Match Co. (Ltd.), Cape Town, South Africa, is in so flourishing a state that it has obtained authority to reduce its capital of \$1,500,000 by paying off the holders of the 138,222 issued preference shares, and leaving therefore only 150,000 ordinary shares. The company pays about \$30,000 quarterly in excise dues, an indication of the extent of its operations.

CONSTRUCTION WORK ABROAD.**AUSTRALIA.**

[Consul W. A. Bickers, Hobart, Tasmania, July 12.]

Tamar Railway Bridge.

The State of Tasmania will construct a railway bridge over the Tamar River at Launceston in the near future. Plans and specifications have not yet been decided upon, and as some one who had visited Chicago and who was impressed with the railway bridges on State and Rush Streets urged that the Tamar Bridge should be constructed on similar lines, any information that is available as to the design of these bridges will be favorably received by the "Engineer in Chief, Department of Public Works, Hobart, Tasmania."

It is roughly estimated that the bridge will cost between \$150,000 and \$200,000.

[Sydney Morning Herald, July 16.]

Elevators for Handling Wheat in New South Wales.

In the Legislature last night Mr. Grahame, Minister for Agriculture, moved for a reference to the public works committee a scheme to provide for bulk handling of wheat. He said that the Railway Commissioners were prepared to construct the necessary trucks, which could afterwards be used for the carriage of ordinary merchandise. The time had passed when this country should be dependent upon bags from outside countries. There would be a terminal elevator at Sydney with 1,250,000 bushels capacity, to cost \$875,000. Another elevator would be erected at Newcastle at a cost of \$375,000. There would be 55 country elevators of different capacities, which, in all, were estimated to cost \$4,375,000. The conversion of the rolling stock would cost about \$5,000,000. The whole cost of the scheme of elevators would be, roughly, \$11,125,000. This expenditure would be spread over four or five years—about the time it would take to erect the country elevators. The final cost will include the cost of extending the Sydney terminal elevator so as to be capable of dealing with 4,000,000 bushels.

Mr. Wade said he was agreed with the principle, but the question was one that required to be carefully sifted by the Works Committee; \$10,000,000 would not go far, and he ventured to say that the cost, if congestion were to be avoided, would soon run into \$20,000,000. However complete the system might be, there would still have to be bags used to some extent. This matter of bulk-handling had been inquired into in Victoria, which State is now inviting an expert to report.

Proposed City Railway in Sydney.

The route of the proposed city railway is now before the Legislative Assembly for consideration. Its construction will cost \$15,000,000, not including the feeder lines, and \$6,500,000 for new rolling stock and equipment.

[The Sydney Herald of July 10 printed a diagram of the proposed city railway, which will be loaned on application to the Bureau of Foreign and Domestic Commerce or its branch offices; refer to File No. 62.]

CANADA.

[Consul Henry P. Starrett, Fort William, Ontario, Aug. 13.]

New Grain Elevator.

The National Elevator Co. of Port Arthur, Ontario, have commenced reconstructing their grain elevator recently destroyed by fire. It will be built of wood, with galvanized iron siding and roof, cost approximately \$15,000, capacity, 40,000 bushels. This elevator, however, is not intended for the storage of grain, but for cleaning off-grades not acceptable to the terminal storage elevators.

It is the understanding of this office that the grain elevating and cleaning machinery, which will be electrically operated, will be purchased either in Minneapolis or in Chicago.

DUTCH EAST INDIES.

[London and China Telegraph, Aug. 3.]

Harbor Works Proposed for Samarang.

It is understood that a movement is on foot for providing Samarang with a harbor. A pamphlet in this connection has been issued by Messrs. Schelteema de Heere and Sneevliet setting forth arguments in favor of the project. The pamphlet has been distributed among all official authorities with a view to enlisting their support, and it is reported that a copy has also been forwarded to her Majesty Queen Wilhelmina. The local press appear to be in favor of the idea, and several of them have devoted considerable space for the discussion of the subject in their columns.

HAWAII.

[A. P. Taylor, correspondent, Honolulu, July 30.]

Irrigation Systems.

On the island of Kauai the Lihue Plantation Co. has almost completed the great irrigation system that is to furnish a supply of fresh mountain water to the Koloa Sugar Co. Announcement is made that over 10,000 feet of tunnel and several miles of ditches are practically finished. This project guarantees a permanent supply of water to Koloa, and the latter is expected to increase both its area crop and the yield of sugar per acre.

The Waiahole Tunnel, which has been bored through the Koolau Range near Honolulu from the windward side of the island of Oahu to the leeward side, is rapidly approaching completion. This is practically a 7-mile bore, with a shaft from the mountain top to the center. The tunnel was projected to carry water from the Waiahole Valley through the bore to the sugar lands of the Oahu Sugar Co. on the leeward side of the island and the slopes of the Koolau Range. After boring 2 miles the tunnel developed millions of gallons of water of itself. Had this been known the sugar company would not have been compelled to purchase the water on the windward side.

The tunnel construction has been developed by Jorgen Jorgenson, a Danish engineer, who built large irrigation systems on the island of Hawaii, one of which is known as the Hamakua ditch. Engineer Jorgenson has just started a new 15,000,000-gallon pump.

PANAMA.[Consul William H. Gale, Colon, Aug. 5.]¹**Rebuilding of the Burned Section of the City.**

The work of rebuilding the section of the city of Colon that was destroyed by fire on April 30 last has been delayed for some time, owing to uncertainty as to new building regulations which it was proposed to put in force. The burned buildings were mostly cheap wooden affairs of the flimsiest construction which invited destruction by fire. The question before the authorities was whether to permit the erection of similar frame buildings which would almost certainly be destroyed sooner or later by another fire or to take advantage of the opportunity to rebuild the principal business section of the city in a more substantial and safer fashion.

The matter was finally decided by the municipal council of Colon, which recently passed an ordinance (No. 23, 1915) providing that "every building which shall be constructed in the city of Colon shall have the external walls of concrete, brick, stone, concrete block, or galvanized expanded metal," and that "the roofs of the said buildings shall be of wooden framework covered with galvanized iron, or may also be of concrete."

Rebuilding was begun shortly after the adoption of this ordinance, and is now in progress.

Four hundred and thirty buildings, covering an area of 22 blocks, were destroyed by the fire. Practically all of these will be replaced by concrete structures. Through an arrangement with the Panama Railroad Co., which owns 132 of the 215 city lots included in the burned area, concrete for the new buildings will be furnished at cost price. Most of the contracts have been placed with an American firm, which has an office in the city of Panama. The concrete, as has been stated, will be supplied by the Panama Railroad Co. and will come from the United States. The other building materials will also be procured in the United States, either through the Panama Railroad Co. or through the principal local dealers and contractors, whose names are forwarded. It is suggested that dealers in building materials in the United States should place themselves in communication with the local dealers.

]The consul's list of contractors and dealers in building material in Colon may be had from the Bureau of Foreign and Domestic Commerce or its branch offices; refer to file 64596.]

ROUMANIA.

[The Near East, Aug. 6.]

Bucharest-Craiova Railway Line.

The construction of the new railway from Bucharest to Craiova is shortly to be commenced (says our Bucharest correspondent). The new line not only shortens the journey between the two towns, but passes through a rich grain-growing country. It is expected that the line will be opened to traffic in about 18 months.

The Constantza Pipe Line.

The construction of the pipe line from Baicoi to Constantza, begun some time ago, has had to be left in suspense on account of the war

¹ Note: The consul has just returned to his post after an absence of 60 days in the United States, otherwise this report would have been forwarded more promptly.

and its attendant difficulties (says our Bucharest correspondent). The State railway direction, not having the necessary funds placed at its disposal by the Government, has received from six of the largest petroleum companies—the Steaua, Romana Americana, Creditul Petrolifer, Aquila Romana, and Columbia—a joint offer of 2,750,000 francs (\$530,750) in order that the undertaking may be completed. The offer has been accepted, and work has recommenced. It is hoped that the line will be completed by the end of this year. The sum advanced by the companies will be paid back within five years, and bears interest at the rate of 5 per cent.

SOUTH AFRICA.

[British and South African Export Gazette, August, 1915.]

Building Materials Advance in Price.

Firms engaged in the building materials trade at Capetown, Durban, Bloemfontein, Johannesburg, and other places have been exceedingly busy executing orders. Stocks of glass, sanitary ware, corrugated iron, timber, and iron and steel fittings are very low, and prices have advanced 25 to 30 per cent, and in some cases even more.

Many New Buildings Planned.

The development of the mining areas on the East Rand is having a stimulating effect on trade in that district. In Benoni building activities are particularly noticeable, and many new residences and business premises are in contemplation.

Telephone System Wanted.

The commercial community of Uganda are agitating for a telephone exchange which would facilitate trading operations.

The Railway Extension into Belgian Kongo.

The permanent way of the railway from Kambove to Bukama, Belgian Kongo, has now been completed for over 100 miles. The first-named place is already connected by rail with South Africa via Elizabethville. When the line reaches Bukama there will be complete connection between Boma and South Africa by rail and water.

ESTIMATED GRAIN CROP OF SPAIN FOR 1915.

[Consul Robertson Honey, Madrid, July 22.]

The Department of Agriculture in to-day's issue of the "Gaceta de Madrid" (official organ of the Spanish Government) estimates the grain crop of Spain for the year 1915, compared with last year, as follows:

	Wheat.	Barley.	Rye.	Oats.
1915:				
Estimated, short tons.....	2,162,394	1,013,648	401,297	2,907,607
Acres planted.....	9,944,376	4,147,804	1,867,650	1,379,198
1914:				
Short tons.....	1,741,350	867,263	335,300	2,498,190
Acres planted.....	9,680,970	3,403,990	1,887,650	1,303,765

RIVER AND HARBOR IMPROVEMENTS AT NANTES.

[Consul Clarence Carrigan, Nantes, France, July 23.]

In order to appreciate fully the scope of the improvements about to be effected on the river Loire, below and above the city of Nantes and at the port of Nantes itself, it is necessary to understand the nature of the difficulties that have been encountered in this river work.

From 1820 to 1856 traffic on the Loire between Nantes and Orleans was almost as great as on the Seine between Paris and Rouen and much above that on the Rhine. After 1856 the condition of the river's bed became such that some ships were unable, because of sand bars, to come up any farther than Paimboeuf, which is 25 miles below Nantes. The city of Nantes, in consequence, was fast losing its commercial importance.

Projected Work on River Channel.

The possible ruin and eventual disappearance of their ancient and flourishing seaport at last alarmed public men in this region, and a movement was started with the idea of reclaiming the river and modernizing the port itself. As a first result of this agitation the ancient Roman port was reconstructed, the basin was deepened, new quays were built, and the sea-water canal from Paimboeuf to La Martiniere was begun.

The opening of this canal, which is 9 miles long and cost \$5,153,100, on September 1, 1892, marked the return of prosperity to the seaport of Nantes and the beginning of the steady progress it has made ever since. From the outset, however, it had been generally agreed that no really practical results would be obtained unless the straightening and deepening of the navigable channel in the river below Nantes, the deepening and changing of the port of Nantes itself, and the straightening and deepening of the navigable channel in the river above Nantes over a distance of at least $8\frac{1}{2}$ miles were also carried out simultaneously.

Apart from the impetus the projected improvements will give to the commercial activity of Nantes and of the Nantes district, it will infuse new life into the already industrious basins of the Maine, Loire, Mayenne, and Sarthe Rivers.

A New Channel to be Dredged.

The great obstacle to the development of the port of Nantes is the condition of the river above and below the town; that is to say, its innumerable sand banks and small islands and the narrowness of the shallow, winding channels running between them. The sand question, however, presents the greatest difficulty. It is estimated that the Loire and its tributaries together transport every year about 1,000,000 cubic meters (a cubic meter is equivalent to 1.30794 cubic yards) of sand, some 600,000 cubic meters of which are taken out on the way down for building purposes. Another difficulty is the flooded condition of the river in winter.

Hitherto the object of the dredging has been to maintain certain depths in existing channels, but the work now projected is intended permanently to widen and deepen one single channel that will be as nearly parallel to the river bank as possible. The present channels often zigzag from one side of the stream to the other. This single

channel will first be marked off by sinking two lines of rock, after which the sand will be removed from between them and cast up on the river's banks. In this work a long-range elevator will be used. The purpose of this work is to get the current under control, and it is believed that by making this channel 98.5 feet wide the desired result will be obtained. When it is completed ships of 23 feet draft will come up to Nantes.

Improving the Port—New Bridges.

The necessity of removing vast quantities of rock and the cost of such an operation have long delayed the improvement of the port of Nantes. It is planned to enlarge and improve the quays and build new ones along the right bank of the Pirmil branch of the river just outside the Etat railway station, and to rebuild the Pirmil and Madeleine bridges which span the two branches of the river bearing their respective names.

The new quays at the Etat railway station will consist of rows of concrete piles. They will be 1,885 yards long and 32 feet above the level of the river's bed, 164 to 262 feet wide, and will support a weight of 6,614 pounds per square meter (10.764 square feet) up to 39.38 feet from the edge, and beyond this line they will support a weight of 13,228 pounds per square meter.

The new Pirmil bridge will be a reproduction of the Francis-Joseph bridge at Budapest, Hungary. The type of the new Madeleine bridge has not yet been decided upon, and tenders and designs are invited. This new bridge must have a span of 508.5 feet between abutments; its roadway must be 32.8 feet wide, with two sidewalks of 9.8 feet wide. The abutments may be built on piles, and the latter must be sunk by means of compressed air. The present Madeleine bridge is composed of 11 semicircular arches made of masonry of 25.5 to 31.5 feet width. It is built on piles surrounded by rock defenses and faced with cement.

Foreign Participation in Contracts—Graving Slip.

No price is set down for the new Madeleine Bridge, but the sum of \$1,022,900 is provided for the two new bridges, and as they are of about equal importance it is reasonable to suppose that the amount will be about equally divided.

A custom of this country, which indeed has the force of law, precludes any foreign firm or individual from competing for contracts for this class of Government or municipal work. This disposition has not, however, prevented foreign firms from participating indirectly—for instance, by supplying materials to the French contractors—and it would seem that in the matter of the reconstruction of the two bridges above mentioned American firms, especially under existing circumstances, should carefully examine the possibilities which these projects hold out.

A feature of the new port will be the construction of a graving slip 557.74 feet long, with a lock gate 78 feet wide. The depth will be 24 feet at the lowest tide. It is believed that the graving slip will be able to receive the largest ship that is likely ever to come up to Nantes.

Estimated Cost.

The allotment provided by the law of July 17, 1913, amounts to \$5,500,500, and is apportioned as follows: Improving the Loire River

above Nantes, \$772,000; removal and rebuilding of the Pirmil and Medeleine bridges, \$1,022,900; removal of rocks and improving river bed at Nantes itself, \$936,050; building the new quays, \$1,630,850; building graving slip, \$868,500; strengthening the Thouare and Mauves bridges, \$19,300; indemnity to Etat Railway Co. for rebuilding a bridge on the Nantes-to-Pornic line, \$193,000; displacing and reinstalling the water supply of the town of Nantes, \$57,900.

For the upkeep of the above improvements a further \$193 per kilometer (0.62137 mile) per annum is allowed.

PROPERTIES OF NATURAL GASES.

The United States Bureau of Mines has just issued Technical Paper 109, which deals with the chemical and physical properties of the natural gases used in 25 cities in the United States. In this paper, which gives the first comparative data of this kind ever published, the authors, G. A. Burrell and G. G. Oberfell, say:

The composition of the natural gas from 25 cities in the United States is shown. Five of the samples contain methane only as the combustible gas. The others contain, in addition to methane, higher members of the series of paraffin hydrocarbons. The heating values range from 735 to 1,312 British thermal units per cubic foot at 0° C. and 760 millimeters pressure.

Natural gas in two different sands of the same field may vary materially in composition.

Some of the natural gas used in Texas has a heating value of about 740 British thermal units per cubic foot at 0° C. and 760 millimeters pressure.

The natural gas used in Pittsburgh, Columbus, Cleveland, Cincinnati, and many other places in the East is quite uniform in composition.

The explosive limits of mixtures of natural gas and air lie between about 5 per cent gas, low limit, and 11.50 per cent gas, high limit.

For many of the natural gases listed there is required about 10 cubic feet of air per cubic foot of gas for complete combustion.

There is needed a very large amount of natural gas to suffocate men. As far as small animals (canaries) are concerned, the effect on them of mixtures of natural gas and air is principally due to the lowering of the oxygen content of the air by the diluting action of the gas.

According to Cady and McFarland and to Czako helium may be present in natural gases to the extent of from traces up to 1.84 per cent.

The ignition temperature of natural gases lies between about 550° C. and 750° C.

The composition of the natural gas used in any one town may remain remarkably uniform for a long period of time.

Oxygen, carbon monoxide, hydrogen, and olefine hydrocarbons are not present in natural gas, except possibly in negligible traces.

The only practical way to remove products of combustion in gas stoves is by means of a vent leading to the house chimney.

Copies of Technical Paper, No. 9, may be obtained by applying to the Bureau of Mines, Washington, D. C.

COTTON SITUATION IN ADANA, TURKEY.

[Consul Edward I. Nathan, Mersina, Turkey, July 10.]

The local cotton situation has been unchanged during June, except that the ravages of locusts threaten to reduce this year's crop to 30,000 bales, or one-fourth of that of 1914.

In addition to the cotton goods of local manufacture the stock of cotton goods of European origin is valued at \$380,000, while on July 1, 1914, it was valued at \$450,000.

CAMPAIGN FOR BETTER SHIPPING CONTAINERS.

Among the agencies that are active in urging upon American manufacturers and shippers the importance of the better packing of goods the National Association of Box Manufacturers is conspicuous in having published an illustrated pamphlet containing specific instructions as to the "wrong way" and the "right way" to nail the boxes in which merchandise is shipped. The association says that reform in this respect means protection for customers, for the railroads, and for the shippers themselves. It declares that, as a result of false economy, there has been an increase of more than 300 per cent in the loss and damage claims account of the railroads in the past 10 years and that shipments are not being delivered to customers in good condition. In commenting on this the secretary of the association, F. C. Gifford, of Chicago, says:

There is not a question of doubt that if the American manufacturer or shipper hopes to maintain a proper relation, not only in our domestic trade but also in the foreign field, which has particular advantages just at this time, he must be educated to a better package and better packing. Twenty-five thousand of these pamphlets have been distributed throughout the country, and this association stands ready to publish and distribute just as many as are needed by the public.

This is only the start of a campaign we plan to carry out, and in our next publication we hope to publish something bearing on the strength of various materials used in packing cases and everything along this line that will tend to educate the users of boxes for better packing and packages.

The association states that it has heard many complaints from the railroads relative to packages failing in transit; that manufacturers are passing through an era of economy in shipping containers until the old motto of "Not how cheap, but how good," has been reversed to "Not how good, but how cheap"; and that it has investigated the various causes for the failure of wooden boxes in transit and is convinced that the principal reason is faulty nailing. "Shooks are frequently nailed up by inexperienced help," it says, "and in many instances by piecework, with the result that the carrying capacity of the box is reduced 30 to 50 per cent by using nails that are too small or too few in number. It is imperative that the shook manufacturers, shook consumers, and the railroads require that wooden boxes do the work for which they are designed—carry safely to destination without breakage.

The pamphlet states that the number of nails to be used for a given box is determined by adhering to the rule of spacing nails approximately 2 inches apart, except when nailing up boxes where sides, tops, and bottoms consist of more than one piece. In such cases the shipper should make sure the narrow pieces have at least two nails in each nailing edge and more if necessary to comply with the rule of 2-inch spacing. A schedule of the size of nails to be used for various thicknesses of soft and hard wood is given.

Cement-coated nails are required for all except hardwood boxes of $\frac{1}{4}$ inch thickness, for which special large 3-penny or regular cement-coated 4-penny nails are prescribed. For other thicknesses the instructions are: Soft wood— $\frac{1}{4}$ inch, 4-penny; $\frac{3}{8}$, 5-penny; $\frac{1}{2}$ or $\frac{1}{2}$, 6-penny; $\frac{3}{4}$ or $\frac{3}{4}$, 7-penny; $\frac{7}{8}$, 8-penny; hardwood— $\frac{3}{8}$, 4-penny; $\frac{1}{2}$ or $\frac{1}{2}$, 5-penny; $\frac{3}{4}$ or $\frac{3}{4}$, 6-penny; $\frac{7}{8}$, 7-penny.

Consul C. M. Hitch has forwarded two illustrated booklets issued by a Nottingham company, which show the types of bicycles and motor cycles put out by British manufacturers. The booklets may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices; refer to File No. 64461.

AGRICULTURAL BANK PROPOSED FOR ARGENTINA.

[Review of the River Plate, July 9.]

One of the most interesting and important features of the projected agricultural bank law of Argentina is the provision made for land settlement. Under the law as proposed the agricultural bank would become the intermediary in the allotment of fiscal lands to agriculturists on long-term leases, and would be doing much toward solving two important problems, first, by giving facilities to farmers of small resources to enable them to get the land on small yearly rental payments, and, second, by bringing about fixity of tenure. Leases would be granted for a period of 10 years, renewable at the option of the occupier for a further 10, and subsequently for another 5.

As drawn up for presentation to the Argentine Senate the law thus defines the other powers of the bank:

The general operations of the agricultural bank shall comprise the discount of documents of rural cooperative societies and of agricultural banks constituted subject to the requirements of the law on the subject. These discounts shall be entitled to a period up to three years for repayment at a rate of interest to be agreed upon. The bank shall only be allowed to rediscount documents covering agricultural or pastoral credits which emanate from associations or companies presented and indorsed by the establishments which maintain commercial relations with it.

It shall undertake credit operations, on real or personal security with agriculturists and pastoralists, colonization companies, or rural industries devoted to the preparation and transformation of agricultural and pastoral products, for conventional periods and at rates of interest to be established by the directors. It may approve loans on agricultural warrants and upon any document representing agricultural or pastoral security; receive deposits on current account, repayable on demand, at fixed date, or on savings bank accounts, and issue and accept drafts or other bills, from and upon the interior and the exterior of the Republic; cooperate toward the colonization which, in harmony with the principles of this law, may be undertaken by the Provinces, in accordance with arrangements entered into with the respective governments. It shall carry out the colonization of such fiscal lands as the Government shall place at its disposal on application. The exploitation of woods and forests on these lands must be effected under the conditions at present in force. It may issue debentures with the consent of the executive power. Twenty per cent of the net profits of the bank shall be applied annually to its reserve fund, 10 per cent to provision (contingency) fund, and the remaining 70 per cent to increase of its capital.

Restrictions on Activities—Capital and Branches.

The bank may not participate directly or indirectly in industrial operations, nor acquire real estate otherwise than for the purposes of the present law or for its own use. The board of directors may take over, for the purposes of this law, lands suitable for colonization which are mortgaged to the National Mortgage Bank or held as security by the Banco de la Nacion Argentina in the manner and subject to such conditions as may be agreed upon with the respective directors of these two institutions.

The capital of the Agricultural Bank is to be provided by the issue of 50,000,000 pesos m/n [\$21,230,000 United States gold] worth of bonds, bearing 5 per cent interest and 1 per cent amortization, and from the proceeds of the sale or lease of the property of the Banco Nacional [National Bank], now in liquidation. The Banco de la Nacion Argentina [Bank of the Argentine Nation] is authorized to grant a credit account to the Agricultural Bank to the extent of 20,000,000 pesos m/n [\$8,492,000 United States gold], which shall be

guaranteed by the pledge of an equivalent amount in the bonds just mentioned.

The board of directors is authorized to open branches in any part of the Republic which it may consider desirable, placing them under the direction of a council composed of agriculturists or pastoralists.

SPELTER PRODUCTION FOR FIRST SIX MONTHS OF 1915.

The production of spelter for the first six months of the year has been canvassed by C. E. Siebenthal, of the United States Geological Survey, with the following results expressed in short tons:

The output of spelter was 207,634 tons made from domestic ores and 8,898 tons from foreign ores, a total of 216,532 tons, as compared with 177,991 tons for the preceding six months and with 175,058 tons for the first six months of 1914. In addition there was produced by distillation from drosses and skimmings 13,546 tons of secondary spelter, as compared with 10,273 tons, the half of the 1914 output of distilled secondary spelter. No statistics were obtained of the spelter produced by remelting skimmings, drosses, etc., but it was probably not less than 12,000 tons. The total output of spelter from both ore and skimmings was therefore about 242,000 tons, or at the rate of 484,000 tons per year. The whole number of retorts in operation in June was about 127,000, but many of these retorts had been but recently put in operation. Additional retorts to the number of over 32,000 have since been completed, are under construction, or are planned.

The apparent domestic consumption for the six-months period was 160,906 tons, as against 149,762 tons in the preceding six months and 149,306 tons in the first six months of 1914. The spelter stocks on hand at smelters were 5,884 tons, an average of about 150 tons each for the plants reporting.

The complete mid-year report giving the details of production, imports, exports, prices, and smelter capacity will be distributed in about a week.

CANADIAN SECURITIES SOLD IN NEW YORK.

[Consul Julius D. Dreher, Toronto, August 14.]

It is announced that a loan of \$11,500,000 Canadian Northern Railway 2-year 5 per cent notes has just been secured in New York. The issue was well oversubscribed, the notes having been offered on terms to yield about 5½ per cent. This issue of notes is secured by a deposit of \$15,333,000 Canadian Northern 4 per cent 20-year bonds at 75, guaranteed by the Dominion of Canada, a security apparently so ample that the rate of interest yielded the purchases of these notes seems high.

The electrification of industries in India by expert Americans and with American machinery is brought out in the new 640-page India Hand Book, price \$1, from the Superintendent of Documents, Washington, or from the branch offices of the Bureau of Foreign and Domestic Commerce.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

Hosiery and gloves, No. 18012.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in England who desires to communicate with American manufacturers and exporters of silk hose and gloves for women.

Agricultural implements, No. 18013.—A trading company in Chicago writes the Bureau that one of its correspondents in France desires to represent American manufacturers of agricultural implements. Correspondence may be in English.

Machinery, No. 18014.—The Department of Commerce is in receipt of a letter from a firm in New York City which desires to receive the names and addresses of American manufacturers of machinery for making glassware. The machinery is to be exported to South America. Machines for cutting cold glass and reburnishing the edges are desired; also sand engraving machines, cork and emery wheels, etc.

General representation, No. 18015.—An agency firm in the East Indies writes the Department of Commerce that it desires to represent American manufacturers and exporters. The firm does not specify any particular line.

Ink bottles, No. 18016.—A firm in Canada writes the Department of Commerce that it desires to secure the names and addresses of American manufacturers and exporters of 1½-ounce flat ink bottles; also corks or caps for the same.

Hardware, No. 18017.—The commercial attaché of the Department of Commerce in England is in receipt of a letter from a business man in that country who desires to represent American manufacturers and exporters of hardware.

Agricultural implements, No. 18018.—A manufacturing company in New York writes the Bureau of Foreign and Domestic Commerce that one of its correspondents desires to receive catalogues, price lists, and full information from manufacturers of agricultural implements.

Pencils, soap, etc., No. 18019.—The Department of Commerce is in receipt of a letter from a business man in France stating that he desires to purchase quantities of crayon pencils, soaps, etc.

Metallurgical products, No. 18020.—The commercial attaché of the Department of Commerce in France reports that a Belgian desires to act as a representative of American manufacturers and exporters of metallurgical products. Reference is offered.

Hardware, No. 18021.—The Department of Commerce is in receipt of a communication from a firm in the United States which desires to receive the names and addresses of American manufacturers of lines of cheap hardware, who may desire to export to Europe and Africa.

Flashlights, safety razors, stationer's supplies, etc., No. 18022.—A firm in the United States writes the Department of Commerce that one of its correspondents in Russia, with a purchasing agent in Sweden, desires to buy novelties, such as flashlights, razors, pencils, fountain pens, stationer's supplies, etc. It is stated that the firm pays cash for all its purchases.

General agency, No. 18023.—The Department of Commerce is in receipt of a letter from a business man in Bulgaria who desires to represent American manufacturers and exporters. He does not specify any particular line.

Cement and confectioneries, No. 18024.—An American consular officer in an insular possession reports that a commission agent in his district desires to represent American manufacturers and exporters of cement and confectioner's lines. He offers to furnish financial reference.

- Pumping machinery*, No. 18025.—A company in an insular possession writes an American consular officer that it desires to receive catalogues and full information relative to portable pumping machines with a capacity of 50 tons per hour. The company is engaged in supplying fresh water to steamers by means of pumps. Correspondence may be in English.
- Cut glass, etc.*, No. 18026.—A firm in the United States writes the Bureau of Foreign and Domestic Commerce that one of its customers in Peru desires to communicate with American manufacturers and exporters of crystal and cut glass.
- Machinery*, No. 18027.—A fruit company in Honduras writes the Bureau of Foreign and Domestic Commerce that it desires to purchase a machine for drying copra. Illustrated literature and full information should be sent at once.
- Post cards*, No. 18028.—A business man in Austria informs an American consular officer that he desires to receive samples, prices, and full information from manufacturers and producers of picture post cards.
- Machinery*, No. 18029.—An American consular officer in South Africa writes that he has an inquiry for an estimate as to the cost of machinery for a plant for making condensed milk. The factory contemplated is to be of sufficient capacity to handle 500 gallons of milk daily. Prices are desired f. o. b. New York.
- Technical goods*, No. 18030.—A merchant in Italy has requested an American consular officer to put him in touch with American manufacturers and exporters of technical goods of all kinds with a view to securing an agency for same. Reference is given. Correspondence should be in Italian or French.
- Incandescent lamps*, No. 18031.—An American consular officer in France writes that a business man in his district desires to represent American manufacturers and exporters of incandescent lamps. Correspondence is preferred in French.
- Electric lamp screw sockets*, No. 18032.—An Italian manufacturing company informs an American consular officer that it is in the market for 60,000 screw sockets per month. Contracts for a year or longer will be entered into. Reference is given. It is stated that the company has been paying \$0.006 f. o. b. port of shipment. It is stated that samples are being forwarded. When the samples arrive they will be exhibited at the branch offices.
- Flour*, No. 18033.—A firm in Denmark informs an American consular officer that it is anxious to purchase wheat and rye flour in large quantities, preferably packed in sacks. Correspondence may be in English.
- Leather*, No. 18034.—A firm in Norway informs an American consular officer that it wishes to represent American manufacturers of leather and imitation leather for automobile tops and seats.
- Machinery*, No. 18035.—An American consular officer in Greece reports that he has had a visit from a business man who desires to receive illustrated catalogues and full information relative to linting, ginning, and cottonseed crushing machinery. Correspondence should be in French.
- Fishing tackle, glass and china ware*, No. 18036.—A merchant in Russia informs an American consular officer that he desires to establish commercial relations with American manufacturers and exporters of tackle, nets, etc., for shallow sea fishing, and glass and china ware. Correspondence may be in English. The man states that he can furnish satisfactory reference.
- Machinery*, No. 18037.—An American consular officer in South Africa desires to receive catalogues of a machine or conveyor which may be used for stacking or piling bags of sugar in a warehouse. The bags weigh 70 pounds each.
- Typewriters*, No. 18038.—An American consular officer in Russia writes that a merchant in his district desires to be put in communication with American manufacturers and exporters of typewriters, carbon paper, typewriter ribbons, computing machines and supplies, inks for duplicating machines, office novelties, and vulcanized fiber. Reference is given. Correspondence may be in English.

Beeswax, No. 18039.—A Portuguese firm writes an American consular officer that it desires to secure the means and addresses of American importers of beeswax. Correspondence may be in English.

Upholstering supplies, etc., No. 18040.—An American consular officer in the Netherlands reports that a business man in that country wishes to represent American manufacturers and exporters of articles and supplies to be used in making and upholstering furniture. He wishes to have guaranty of reimbursement of traveling expenses as an agent.

Wheat, No. 18041.—An American consular officer in Portugal advises that a firm in his district is in the market for wheat. Samples and terms of payment should be sent at once. Correspondence may be in English. References are given.

Sewing machines, washing machines, etc., No. 18042.—A company in England writes an American consular officer that it is desirous of purchasing domestic machinery, such as sewing machines, washing machines, carpet sweepers, etc.

Wire nails, etc., No. 18043.—An American consular officer in British Guiana writes that a company in his district desires to communicate with American manufacturers of galvanized corrugated iron, wire nails, etc. The firm desires to act as agent. Quotations should be made f. o. b. New York. Terms and commission allowed should be indicated. Correspondence may be in English.

Leather, millinery goods, window glass, furniture, etc., No. 18044.—A representative of a firm having offices in Argentina, Uruguay, and Chile is now in New York City and is anxious to make connections with American manufacturers and exporters of upper leathers for shoes, all kinds of shoe findings, millinery, furnishings for men and women, electrical and sanitary supplies, window glass, office furniture, leather goods, and miscellaneous goods. References are offered.

Slates, No. 18045.—A business man in India writes a firm in the United States that it desires to receive samples and full information relative to school slates of all sizes. This opportunity should be given immediate attention.

Engines, cream separators, etc., No. 18046.—The commercial agent of the bureau in Chicago reports the formation of a new firm of export commission merchants. The members of the firm have had long, active experience in this business and desire to handle cycle cars, marine and stationary engines using gasoline, kerosene, and other oil fuels, churns, cream separators, traction engines, and lubricating oil. References are given.

Butyric acid, No. 18047.—A business man in New York City informs the Bureau that he is desirous of obtaining a considerable quantity of butyric acid for the purpose of exporting same to South America.

Advertising novelties, etc., No. 18048.—A firm in the United States writes the Bureau that one of its customers in Uruguay desires to receive catalogues and full information relative to advertising novelties, such as lithographic work, calendars, souvenirs of various kinds, rubber ballons, mechanical signs for show windows, metal stands and holders for exhibiting all sorts of merchandise in windows, posters for modes, stores, tailor shops, etc., wrapping paper, cords, ribbons, etc.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

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LACK OF MACHINERY IN DUTCH EAST INDIES.

Commercial Attaché Erwin W. Thompson writes from The Hague that, since the outbreak of the war, plantations in the Dutch Indies have suffered a great deal for the lack of machinery for the handling of sugar cane and rubber. He states that present conditions afford an exceptional opportunity for American manufacturers of heavy machinery to secure orders from those countries. Most of this business is done through Amsterdam, but it is believed that the shipments might very well go direct from New York to the principal East Indian ports.

The Netherlands Steamship Co., of Amsterdam, has recently started a monthly line of steamers between New York and Batavia, Java. [Mention of this service was made in *COMMERCE REPORTS* for January 14, June 19, and July 2, 1915.] The iron, steel, and manufactures thereof, exported from Holland to the Dutch colonies is now worth about \$22,000,000 annually.

Mr. Thompson also notes that the Dutch East Indian colonies have suffered somewhat for the lack of shipping facilities for their raw products, though the entire world has been an eager purchaser of their sugar, rubber, copra, and tea.

RISE IN BOHEMIAN CHINA PRICES PREDICTED.

[Consul Wallace J. Young, Carlsbad, Bohemia, Austria, July 24.]

Because of contracts that run until the end of the year, Bohemian china and porcelain factories have not yet felt the effects of the 15 to 20 per cent rise in the cost of coal. After January 1 next, however, new contracts at higher prices must be entered into.

So far there has been no advance in wages, although such action has been forecasted for some time. A number of the larger plants making goods for domestic consumption, which for several months worked only half time, now have enough orders to keep them busy five or six days a week. When these orders are filled and the factories return to the old schedule of three days a week, then the question of an increase in the wage scale will again come to the fore.

With these coming increases in the cost of labor and fuel, it may safely be predicted that next winter the prices of the cheaper grades of china and porcelain will be advanced.

TARIFF OF THE PORT OF BRISTOL.

[Consul J. S. Armstrong, jr., Bristol, England, July 29.]

The annual report of the general manager of the Port of Bristol for the year ended April 30, 1915, indicates that there has been a decrease in the actual tonnage of goods passing through the port. This has been brought about by the cessation of trade with enemy countries, the diversion of many ships to other ports for lack of accommodations, and the disturbance of regular liner traffic with various parts of the world. Imports of goods (both foreign and coast-wise) totaled 2,774,427 tons in the twelvemonth just closed, against 2,970,410 in 1913-14; and exports amounted to 703,616 tons, against 788,687 tons.

The net registered tonnage, however, for the city, Avonmouth, and Portishead Docks for 1914-15 shows a noteworthy gain. This was 3,871,717, contrasted with a total net registered tonnage of 2,623,425 during 1913-14. The increased tonnage of vessels was in spite of the fact that there were only 8,595 vessels as compared with 9,270 vessels last year.

Chief Commodities Imported.

The imports of some of the principal commodities during the past two years were, in long tons:

Articles.	1913-14	1914-15	Articles.	1913-14	1914-15
	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>
Wheat.....	421,818	398,693	Oats—Continued.		
Southern Europe.....	28,900	4,313	Canada.....	23,917	20,223
Northern Europe.....	4,687	.....	United States.....	7,870	29,255
Canada.....	153,198	217,588	South America.....	10,224	10,320
United States.....	158,915	109,505	Australasia.....	39	4,228
South America.....	24,436	25,267	Oilseeds.....	84,596	68,575
India and Persia.....	30,352	14,645	Northern Africa.....	18,623	25,608
Australasia.....	21,330	27,352	Canada.....	17,136	384
Barley.....	227,665	185,357	United States.....	4,388	707
Southern Europe.....	95,341	57,368	South America.....	12,720	8,503
Asiatic ports on Medi-			India and Persia.....	22,717	21,436
terranean.....	9,496	975	Distant Asiatic ports...	6,172	10,395
Canada.....	66,448	47,638	Flour, meal, etc.....	44,343	55,169
United States.....	40,641	63,429	Sugar.....	89,220	87,396
South America.....	.....	6,127	Timber and wood.....	172,752	179,445
India and Persia.....	13,552	9,235	Mineral oils.....	153,849	168,378
Maize.....	110,040	156,509	Bacon, butter, cheese, and		
Southern Europe.....	13,811	17,569	lard.....	34,489	32,043
United States.....	5	1,283	Bananas.....	^a 2,941,416	^a 3,063,038
South America.....	96,224	137,957	Oranges.....	^b 258,327	^b 299,100
Oats.....	57,948	64,039	Refrigerated meat.....	8,699	8,034
Northern Europe.....	12,738	1			

^a Bunches.^b Cases.

Although the total imports of grains fell 27,121 tons below 1913-14, they exceed those of any previous year and formed 8.5 per cent of the total imports of the United Kingdom, as compared with 8.3 per cent in 1914.

The proportions discharged at the Avonmouth and Portishead docks again made a record—at the former for the fourth year in succession. The docks office reports that the increased tonnage at these docks was handled with difficulty and at excessive cost, on account of the inadequate storing and working facilities. Owing to the pressure at Avonmouth, as much use as possible was made of Portishead, and its capacity was strained to the fullest.

Revenue from Docks.

The principal sources of revenue for the two years ended April 30, 1914 and 1915, were:

Sources of revenue.	1914	1915	Sources of revenue.	1914	1915
Dues on vessels	\$302,697	\$658,854	Traffic and warehouse departments.....	\$940,202	\$1,094,257
Dues on goods	435,299	435,537	Other	46,543	60,058
Feeder canal rates	14,278	11,091	Total	1,892,553	2,227,874
Rents of property and lands.....	63,534	68,077			

The statement of accounts of the Bristol Docks Estate (municipally owned) shows that the total capital expenditures up to April 30, 1915, amounted to \$31,374,701. During the past year \$86,331 was spent for construction of dock, shed, granaries, and equipment at the Royal Edward Dock and \$31,949 in sheds, granaries, and cold stores at the Avonmouth Dock.

ELECTRIC DEVELOPMENT IN SCANDINAVIA.

[Commercial Attaché Erwin W. Thompson, The Hague, Netherlands, July 30.]

The most northerly railway in the world has its terminus at Narvik, on the northwest coast of Norway, latitude about $68\frac{1}{2}^{\circ}$, 130 miles north of the Arctic Circle. This railroad runs east, across the narrow part of Norway, and then southeast through Kjeronavare and Gellivare, which are the principal iron-ore centers of Sweden; thence it proceeds southeast to Lulea, an important port on the Gulf of Bothnia, and connects at Boden with the railroad to Stockholm. Some iron ore is shipped southeast to Lulea, and thence, by sailboats and steamers, to German ports on the Baltic; but the inland port of Lulea, though in latitude $65\frac{1}{2}^{\circ}$, is much more obstructed by ice than the more northerly port of Narvik, in Norway, which is called an "ice-free port." Hence, most of this iron ore moves through Narvik, whence it is shipped to both German and Baltic ports.

Electrification of Railroad—Other Enterprises.

The distance from Kjeronavare to Narvik is 110 miles, of which 85 miles are in Sweden and 25 miles in Norway. The Swedish portion of this road has recently been electrified, the current being obtained from the Porjus Waterfall, at a distance of about 70 miles from the railroad. At that point 40,000 horsepower is being generated for railroad purposes and carried by overhead wires at 80,000 volts. It is claimed that the installation of electric drive on this railroad has increased the weight of the possible train as much as 40 per cent and has increased the speed 50 per cent. The 25 miles in Norway are still steam driven, but present a splendid opportunity for electrification. The southern end of this road, from Kjeronavare to Lulea, is 200 miles long. This may also be electrified in the future.

The scarcity of coal throughout Sweden and the abundance of water power create an ideal situation for an unlimited development of electric generation and transmission throughout the Kingdom. Much interest is being taken in the electric smelting of iron ores, and it is predicted that before many years the shipment of iron ore from Sweden will give place to that of pig iron. Some pig iron is already being shipped to Germany and to England.

EXPORTS FROM ARGENTINA FOR FIRST HALF YEAR.

[Review of the River Plate, July 9, 1915.]

The statistics for the principal exports from Argentina during the first six months of 1915 to European, North American, African, and Brazilian ports show a number of striking variations from the figures for the corresponding period of previous years. In the following table the chief exports are given, by quantities, for the first half year from 1911 to 1915, inclusive.

Articles.	First 6 months of 1911.	First 6 months of 1912.	First 6 months of 1913.	First 6 months of 1914.	First 6 months of 1915.
Wheat.....tons..	1,727,002	1,870,922	2,501,852	860,241	2,278,338
Maize.....do....	129,081	1,110,004	1,974,204	1,250,221	1,517,298
Linseed.....do....	269,570	330,100	717,352	683,575	602,818
Oats.....do....	438,498	744,690	767,647	327,804	477,681
Barley.....do....	3,464	7,273	31,303	17,773	35,387
Cotton.....bales..	.....	362	359	241	.....
Flour.....tons..	59,206	58,194	61,472	43,442	74,213
Bran.....do....	88,729	127,901	132,599	117,052	44,713
Pollards.....bags..	121,000	45,986	162,206	81,826	482,684
Sugar.....tons..	.....	.....	.....	.....	37,324
Quebracho.....do....	236,989	111,321	203,047	215,316	63,640
Quebracho extract.....do....	35,741	30,961	36,487	34,101	50,737
Hay.....bales..	511,660	288,638	292,866	223,173	97,132
Butter.....cases..	5,807	56,078	93,327	60,175	115,562
Hides:					
Ox—					
Dry.....number..	1,271,061	1,496,540	987,479	878,268	1,355,197
Salt.....do....	1,200,154	1,559,687	975,988	1,246,028	1,396,707
Horse.....do....	111,158	62,783	75,384	35,176	46,638
Skins:					
Sheep.....bales..	31,762	30,492	19,171	19,011	19,552
Goat.....do....	2,396	3,873	2,651	1,584	3,753
Wool.....do....	252,567	267,954	186,547	220,667	211,188
Hair.....do....	2,271	2,206	2,572	2,288	3,118
Tallow.....pipes..	11,985	8,852	8,550	6,381	3,551
.....casks..	101,608	102,255	114,984	114,897	99,027
.....hogsheads..	10,279	2,677	1,774	6,886	3,960
Beef:					
Frozen.....quarters..	899,543	837,511	777,656	828,880	1,280,426
Chilled.....do....	1,033,264	1,110,847	1,376,305	2,124,676	665,600
Mutton, frozen.....carcasses..	1,171,705	1,011,730	621,609	866,013	481,195
Lamb, frozen.....do....	501,043	365,584	203,561	379,394	249,856

Average weights are: 1 bale of wool, 420 kilos; 1 bale of sheepskins, 400 kilos; 1 bale of hair, 400 kilos; 1 bale of goatskins, 370 kilos; 1 bale of hay, 50 kilos; 1 pipe of tallow, 400 kilos; 1 hoghead of tallow, 200 kilos; 1 cask of tallow, 160 kilos; 1 case of butter, 25 kilos. The kilo is equivalent to 2.2046 pounds avoirdupois.

Destination of Exports.

In the table below the destination of the chief exports during the first six months of the present year is shown. The amounts shipped to several of the less important purchasing countries are, however, not included.

Articles.	United Kingdom.	United States.	France.	Italy.	Holland.	Sweden.	Brazil.	For orders.
Wheat.....tons..	227,284	.....	296,933	414,960	49,773	19,888	182,721	878,166
Maize.....do....	197,127	63	85,689	78,941	193,135	50,193	62	746,980
Linseed.....do....	90,530	148,819	877	14,093	230,839	8,678	69	89,917
Oats.....do....	136,226	.....	51,324	94,972	9,780	865	.....	183,217
Barley.....do....	3,574	.....	.....	3,329	24,284	.....	35	.....
Flour.....tons..	1,536	.....	39,912	.....	4,200	.....	26,822	.....
Bran.....do....	24,795	.....	.....	72	4,374	6,441	8	.....
Pollards.....bags..	404,928	224	.....	.....	59,840	.....	3,280	.....
Sugar.....tons..	31,008	.....	4,934	.....	.....	.....	.....	.....
Quebracho.....do....	.....	27,649	15,127	11,580	.....	3,417	.....	.....
Quebracho extract, tons.....	20,914	13,769	1,351	3,767	103	6,792	.....	.....

Articles.	United Kingdom.	United States.	France.	Italy.	Holland.	Sweden.	Brazil.	For orders.
Hay.....bales.....							97,132	
Butter.....cases.....	110,135	4,520	200					
Hides:—								
Ox—								
Dry.....number.....	33,038	922,081	2,530	140,376	16,416	9,000		
Salt.....do.....	202,904	1,019,722	1,406	2,012	17,313	100,171		
Horse.....do.....		46,338						
Skins:								
Sheep.....bales.....	1,025	1,766	16,159	61	108	122	284	
Goat.....do.....	94	3,598	61					
Wool.....do.....	29,891	90,771	38,677	28,564	8,538	3,045		
Hair.....do.....	1,545	1,088	67	382	20	11		
Tallow.....do.....	2,014		180	70			1,287	
{.....pipes.....							5,119	
{.....casks.....	40,081	296		4,586	33,467	1,430	2,996	
{.....hogsheads.....			280	684				
Beef:								
Frozen.....quarters.....	1,136,523	140,677	1,620	310	1,296			
Chilled.....do.....	544,858	110,742						
Mutton, frozen, carcasses.....	426,331	54,564	300					
Lamb, frozen.....do.....	192,600	57,256						

PRODUCTION OF BRISTLES IN RUSSIA.

[Consul General John H. Snodgrass, Moscow, June 26.]

According to a local authority, Russia is the chief source of supply for the best bristles, of which it furnishes 2,700 to 3,400 short tons annually to the world's market, or about 55 per cent of the total supply. The exportation of such considerable quantities of bristles is the more remarkable since the number of swine in Russia in 1913 was only 14,200,000, while the United States had 54,000,000. But it is only inferior swine that yield large quantities of bristles. Such breeds as Yorkshire, Hampshire, etc., have no bristles, while the wild swine of Siberia yield the best and most plentiful supply.

The same authority states that China takes the next place after Russia in the production of bristles, supplying about 1,600 short tons per annum to the world's market.

Foreign Markets—Kinds of Bristles—Organization of Export Trade.

Before the war Germany presented the principal market for Russian bristles. In 1910, of the total quantity of bristles imported into Germany (3,800 tons), 2,300 tons were of Russian origin, while Great Britain imported only 600 tons of Russian bristles in the same year.

Russian bristles are divided into two principal sorts: "Spine" and "side" bristles. The former are the more expensive. They are extracted from the back of hogs, scalded, and immediately immersed in ice-cold water. This process yields the best grade of spine bristles.

The side bristles are not as straight or firm and are considered inferior to the spine bristles; they are supplied mostly by China.

The establishment of an obligatory standard for bristles destined for exportation would considerably increase the value of this article. It has been suggested that the trade in this valuable product should be duly organized and that the export trade should be concentrated in Petrograd, in view of the fact that this city, being a seaport, represents a center uniting the commercial relations with all foreign countries. A number of American dealers have already endeavored to purchase direct, but experienced difficulty on account of lack of transportation facilities.

AUSTRALASIAN WOOL SALES.

[Sydney Morning Herald, July 10.]

Owing to the exceptional circumstances under which the 1914-15 clip was marketed, the 1915-16 wool season has been entered upon with about 65,000 bales to catalogue. Fortunately, this balance of the clip still to be offered comes on the market at a time when all wools that are not short, faulty, and burry to a pronounced degree are needed, and when values are entirely in growers' favor.

It has been the war that has sent up the value of all well-grown wools to a high level, and it has also put out of court the short, burry wools that before hostilities commenced were so economically treated in Flanders and other occupied territory. These carbonizing sorts have hung fire all along the line and, if means can be found in neutral or allied countries to treat them, these descriptions may yet come into favor before the war is closed.

Past Season's Figures—Clearing-Up Sales.

The Australasian wool sales for the season that ended June 30 last did not reach the record set the year before, being some 435,000 bales less than in 1913-14, and exports (which include wool shipped "for orders") were 390,000 bales below the preceding year's figures. The declines were distributed throughout the Australian markets, New Zealand's sales and exports having increased as the following summary shows:

Sales.	1913-14	1914-15	Exports.	1913-14	1914-15
	<i>Bales.</i>	<i>Bales.</i>		<i>Bales.</i>	<i>Bales.</i>
Sydney	775,443	548,069	New South Wales	853,104	731,218
Melbourne	348,368	268,457	Victoria	496,976	391,626
Geelong	115,013	99,480	South Australia	152,930	101,536
Adelaide	141,042	92,349	Queensland	387,277	268,120
Brisbane	292,875	182,542	Western Australia	64,921	65,306
Tasmania	26,543	22,877	Tasmania	21,358	17,882
Total Commonwealth..	1,703,744	1,213,774	Total Commonwealth	1,906,576	1,575,658
New Zealand	264,884	319,920	New Zealand	560,887	562,014
Total Australasia	1,908,578	1,533,694	Total Australasia	2,527,463	2,137,702

* Includes 3,860 bales sold on the Freemantle market and not shown in table.

There is every prospect of a good demand ruling for the balance of the New South Wales clip that will be catalogued in Sydney on the next 10 selling days. The series for the season will finally close on Tuesday, July 27. The 1915-16 season will probably open on Monday, September 13, which allows a 6 weeks' recess between the clearing of as much of the balance of the old clip as can be sold and the inauguration of the new season. Most of the catalogues to be offered between now and the close of the series will be of a clearing-up character and will comprise a considerable proportion of faulty and burry wools, together with some better-class lines and new clip from Queensland.

The Brisbane Series—Sydney Offerings.

On the opening day of the Brisbane sales [July 6] five catalogues were submitted, aggregating 19,854 bales. It was a fair-to-good selection of greasy wools, including some super lines, but also a moderate proportion thinly grown and carrying dust. There was

an attractive display of scoured, a number of consignments being of a high character, and the best that had been submitted for some time. Buyers attended in full force, the demand was strong, and competition keen on British, American, and Japanese account. Compared with June rates in Brisbane, good and medium greasy merino were 10 per cent higher, faulty and inferior 5 per cent higher, good scoured 10 per cent higher, greasy lambs on a par, locks, pieces, and broken wools 5 to 7½ per cent higher.

On Wednesday three catalogues totaled 14,663 bales. The greasy selection was again fair to good. A considerable proportion of the wools showed signs of the adverse season, being somewhat short, thin, dusty, and part tender, but, as compared with the offerings earlier in the season, they were generally drier in condition and free from seed, with less discoloration. The display of scoured was an attractive one and included some super lines. All but faulty scoureds were quotably higher than at the June series.

On Thursday, the closing day, two catalogues and the balance of one offered on Wednesday totaled 16,036 bales. The offerings were similar to those on the two previous days. Yorkshire, Japan, and America secured the bulk of the purchases, with Italy a good runner-up.

Eleven catalogues will be submitted at Sydney on the four selling days next week, when about 27,800 bales will be offered.

FOOD PRICES IN SWEDEN.

[Chargé d'Affaires Jefferson Caffery, American legation, Stockholm, July 17.]

Of a list of 57 articles of food and fuel the average prices for the whole of Sweden were higher in May than in February of the current year for all but 16 items. Eight of these (i. e., prepared oatmeal, fresh smelts, salt-trimmed cod, unroasted Santos coffee, lump sugar, table salt, beer, and water-white kerosene) remained unchanged as to price in the two months named; the other eight (fresh and preserved Swedish eggs, fresh deer meat, fresh perch, pike, cod, and flounders, and turf for fuel) declined.

As between Stockholm and Goteborg, prices were consistently higher in the capital for all food products except skimmed milk, brown beans, soup beef, salt pork, certain fresh fish, and beer; wood was also cheaper here, likewise English household coal and furnace coke. The chief differences as between the two ports occurred in prices for bread, which were considerably lower in Goteborg.

OTTAWA'S PROPOSED BOND ISSUE FOR PUBLIC WORKS.

[Consul O. Gaylord Marsh, detailed as vice consul, Ottawa, Canada, Aug. 14.]

According to press report of August 12 the city of Ottawa will offer for sale early in September debentures to the amount of \$2,741,515 to raise funds with which to prosecute public works and to purchase equipment. It is stated that these debentures will bear 5 per cent interest and run from 10 to 30 years. This will be the largest block of debentures ever offered for sale by the city.

The public works and equipment to be provided for include water-works, parks, sewers, sidewalks, a bridge, a municipal abattoir, pumps, and fire apparatus.

JUTE CROP FORECAST AND WORLD'S CONSUMPTION.

[Consul E. Haldeman Dennison, Dundee, Scotland, July 21.]

The Indian Government preliminary forecast of the Indian jute acreage, which has just been issued, having been delayed in transmission, estimates 2,365,153 acres under cultivation, a decrease of 30 per cent from the previous year's figures. The director of agriculture states that the reduced acreage is caused through the low prices which obtained during a portion of the past season and the floods in the early part of the growing season. The lessened area represents a reduction in the yield of about 3,000,000 bales, leaving a crop of 7,000,000 bales for the world's requirements. This would be insufficient were it not for the fact that there is a large carry-over from the closing season, practically none of last season's jute having reached the Continent, and that there will be no demand for supplies from Belgium, Germany, and Austria.

Though there are about 2,000,000 bales remaining from the old crop, the statistical position of supply is not a favorable one. For the six seasons ended in 1914 the actual outturn in every instance has exceeded the Government forecast, and the huge reduction in the present instance, it is thought, may eventually be reduced to something nearer the normal figures.

Embargo on Jute-Goods Exports.

The new Government regulations prohibiting the exportation of jute goods unless licenses have first been obtained for each shipment threatens to cause much dislocation to Dundee's staple trade. The Dundee Chamber of Commerce appointed a committee to wait upon the authorities responsible for making this new regulation in order to draw their attention to the inevitable result unless licenses were to be immediately granted or some modification introduced into what in the present view of the trade is an all too stringent measure. The delegation was promised that consideration would be given to granting every facility for the exportation to neutral countries under license of all goods not required by the Government. Assurances were also given that the matter of expediting the issue of licenses would be fully considered. A large number of applications for South America have been refused, though licenses have been granted in connection with material in transit for the United States and Canada.

Dundee's production of jute goods is roughly estimated at 5,000 tons weekly, of which the amount exported in round numbers is 75 per cent. A local jute expert has just been appointed by the Government to handle the export license question, but being a jute manufacturer himself, great dissatisfaction among the other manufacturers has arisen over the appointment, as they are required in the case of each shipment to disclose the name of their customer to a person who is a competitor in the foreign markets.

Estimate of World's Consumption.

The following estimate of the jute consumption of the current crop is from a recent Dundee trade circular:

United Kingdom :		Bales.
Scotland	-----	1, 350, 000
England	-----	20, 000
Ireland	-----	25, 000
Total	-----	1, 395, 000
Continent :		
France	-----	560, 000
Belgium	-----	-----
Germany	-----	-----
Austria-Hungary	-----	-----
Norway and Sweden	-----	90, 000
Russia	-----	250, 000
Netherlands	-----	45, 000
Spain	-----	190, 000
Italy	-----	300, 000
Total	-----	1, 435, 000
America and other countries		600, 000
India :		
Mills	-----	5, 000, 000
Local	-----	500, 000
Total	-----	5, 500, 000
Grand total	-----	8, 930, 000

NEW ANNUITY INSURANCE POLICY IN PHILIPPINES.

[J. F. Boomer, correspondent, Manila, June 2.]

A life assurance company in the Philippines has instituted a disability insurance which is regarded by local insurance men as entirely novel and attractive. The policy as explained by the company is as follows: A man 35 years old receiving \$100 monthly salary and desiring to retire at 55 on half salary may purchase a 20-year deferred annuity contract, with disability feature, to provide \$50 payment to him per month commencing after 20 years and continuing during his lifetime. This policy will cost \$19 per month during the 20 years. Should the insured become totally disabled after having paid his premiums for two years or more, he would be relieved from paying further premiums and receive \$50 per month disability insurance money. The policy also provides for cash surrender values and an option after 20 years of a fixed amount in cash or the monthly payment during lifetime.

GOVERNMENT-ASSISTED IMMIGRANTS FOR AUSTRALIA.

[Sydney Morning Herald, July 12.]

The Japanese steamer *Kwanto Maru* arrived yesterday from Chile via Melbourne, with 220 South American immigrants. They have come under contract with the Commonwealth Government, and their destination is the Northern Territory. The immigrants are a very mixed lot so far as nationality is concerned. They comprise: British, 28; Spaniards, 113; Russians, 45; Italians, 30; Argentinian, 1; French, 1; Serb, 1; and Greek, 1.

THE POTENTIAL POWER OF INDIA'S PRECIOUS-METAL HOARDS.

[This statement has been prepared in response to the rapidly awakening interest in India and its resources and, in particular, to several specific inquiries relative to the possible practical utilization of India's great store of gold and silver. A very thorough and systematic treatment of India's industries and trade may be found in the recently published Handbook of India, obtainable for \$1 from the Superintendent of Documents, Washington, D. C., or from the branch offices of the Bureau of Foreign and Domestic Commerce.]

The distinguished English economist, Prof. Stanley Jevons, called India "the great sink of the precious metals," and a more recent writer has characterized it as "the money graveyard of the world." The continuous, seemingly inevitable, flow of gold and silver from the western nations to India—a drain that has been proceeding almost uninterruptedly for 25 centuries—forms one of the most unchanging factors in world economics. It has resulted in an accumulation of concrete wealth in India of astonishing magnitude and the most fascinating possibilities. Should the Indian people indicate a willingness to devote any appreciable portion of this treasure to a specific object, the consequences would be incalculable.

Almost from the dawn of occidental history this tendency of the precious metals to move toward Asia has been observed. It has been the subject of comment and complaint since the time when the Carthagenians, in the fourth century B. C., used to dispose of the gold and silver that they procured from Spain by sending it to India through the intervention of the Tyrians. From Pliny, the Roman historian, we learn that in the first century of the Christian era, notwithstanding frequent, unavailing prohibitions against the exportation of the precious metals from the Roman Empire, a sum of money equal to almost \$15,000,000 was annually sent into India. There were hoards of gold in India as early as the period when the Persian conqueror Darius exacted a tribute of 360 talents from the Punjab. When Vasco de Gama, the Portuguese navigator, returned from his visit to India in 1497 he carried a letter from the Zamorin of Malabar to the King of Portugal, in which this sentence was contained: "What I seek from thy country is gold, silver, coral, and scarlet." And we find Queen Elizabeth, in the year 1600, vainly endeavoring to enforce regulations designed to counteract this flow.

Statistics of Gold and Silver Imports.

There are some significant estimates and statistics concerning the amount of this Indian treasure hoard. Since authentic records began to be kept by the British authorities in 1835, \$1,500,000,000 more of gold alone has gone into India than has come out. In less than a century \$3,000,000,000 of the two precious metals has been absorbed. And these figures represent merely a continuation of a movement that has been going on since the days of the Phoenicians. There is ample justification for the belief that, since the discovery of America by Columbus, India has absorbed one-fourth of the world's silver production. Clarmont Daniell, of Calcutta University, basing his opinion on the statements of the monetary writer, A. Del Mar, estimates that in the 300 years between the middle of the sixteenth and the middle of the nineteenth centuries the gold and silver imported by India from the West amounted to \$4,000,000,000.

Sir J. Bampfylde Fuller, writing in 1913, shows that the annual imports of treasure in the last 20 years have rapidly increased.

According to his official statistics of the net import of treasure, the annual averages for seven-year periods have been as follows: 1889-90 to 1895-96, \$37,853,752; 1896-97 to 1902-3, \$37,186,200; 1903-4 to 1909-10, \$86,211,000. During the fiscal year 1910-11 the net importation amounted to \$105,982,800. In the official year 1911-12 the value of the net imports of gold and silver coin and bullion was \$139,921,407; in 1912-13 it was \$166,629,288; in 1913-14 it was \$118,038,295. In June, 1911, before the East India Association in London, Sir James Wilson reported the net imports of gold alone by India since 1840 at about \$1,200,000,000, or one-tenth of the world's production during that period.

In a recent annual report of the Director of the United States Mint the world's total gold production in the 11 years from 1900 to 1910, both inclusive, is given as \$4,037,621,000. Of this India absorbed \$433,800,000. For the fiscal year ended March 31, 1911, India's gold takings amounted to about one-fourth of the world's total net production for that year, making due allowance for the amount that was consumed in the industrial arts. During the following 12 months they amounted to more than twelve-seventeenths of the entire production of South African gold. According to the financial writer John Grant Dater, it is predicted that, through industrial development and expanding business, India may yet reach a point where it will absorb the entire Transvaal output.

Causes of the Condition—The Constantly Favorable Balance of Trade.

The causes of this condition are not far to seek. The balance of trade has always been greatly in India's favor. The simple habits of the people, the pleasant climate and productive soil make them in large measure independent of foreign nations for the necessities and for many of the luxuries of life. The list of commodities from abroad that have found a sale in India has been in the past a comparatively short one. The Indian people have never found the merchandise of Europe so attractive as Indian products are to European households. In most years, as a result of abundant and diversified crops, which find very readily a profitable market, a heavy trade balance has been registered in favor of the Indian Empire, and a large portion of this has always been settled by the surrender of those stores of the precious metals, of which the indebted nations had an ample supply. The people of eastern Bengal, for instance, annually realize about 10 shilling per head by the sale of a single product—jute—and put by much of the price in hoards of gold or silver.

Uses of the Treasure—The Indian Point of View—Jewels.

In spite of the disbursements occasioned by famine, the people's hoards must, in the aggregate, be enormous. As long ago as 1864 a writer (Newmarch) had estimated the amount of the precious metals locked up in trinkets in India at the vast sum of \$2,000,000,000. Through all historic times their abundance in India has been demonstrated by their lavish use for purposes of State and personal adornment, in the magnificence of the public buildings and the palaces of the rich in all parts of the country. As Mr. Dater has said, the yellow metal is treated in the Orient as western people treat gems, rare paintings, and objects of art. It is used for gorgeous ornamentations; it passes into the treasure chambers of native princes; in the

case of bankers and traders doing a large business, their hoards of it serve as a basis to their credit as merchants; persons of low estate bury gold or silver in the earth or secrete it in odd nooks and crannies. So highly is the precious metal prized that we read that, even in times of famine, many have died of starvation rather than part with it.

One of the more powerful of the Indian maharajas has cannon of solid gold that precede him when he moves; he has chairs, tables, beds, and water jugs of gold and silver. It is said that London bullion dealers always carry an assortment of exquisitely beautiful gold bars, polished to mirrorlike surface, to supply the wants of Indian princes. This spirit of hoarding affects all classes. Great numbers in India prefer to invest their savings in gold rather than in other things, and coins are converted into necklaces, bracelets, and anklets. With respect to the Indian treasures in precious stones, there is no way of arriving at an authoritative conclusion. They are unquestionably immense. One reads of whole carpets of pearls, of the world's most famous diamonds, of a shawl of pearls with an arabesque border of diamonds, rubies, sapphires, and emeralds, stated at least 50 years ago by the Imperial Gazetteer of India to be worth \$5,000,000.

The Economic Significance of the Indian Accumulations.

The facts outlined above should by no means be regarded as altogether deplorable. Mr. Dater says: "On two occasions when large accessions of precious metals have threatened a general economic derangement, the insatiable demand of the Orient has been an instrumentality in equalizing production and consumption and has thereby assisted in the ultimate reestablishment of an equilibrium." One of these times was subsequent to the explorations and working of gold mines by the Spanish in America; the second was following the gold discoveries in California and contemporaneous developments elsewhere. In an article written in 1865 Prof. Jevons pointed out that, in this second instance, the gold takings of India and the Far East had saved Europe from a commercial revolution.

An exceedingly interesting speculation is afforded by the thought of what might be accomplished if these Indian treasure accumulations, which for so many centuries have sunk out of sight and been lost to the world's exchanges, could be induced to reappear and could be utilized in the prosecution of some definite, well-considered plan. That the result would be world shaping is probable; that it would be vastly potent is certain.

LOWER RUSSIAN FREIGHT RATES ON TANNING MATERIALS.

[Consul General John H. Snodgrass, Moscow, July 8.]

In accordance with the resolution of the tariff committee a reduced freight rate went into effect from July 1, 1915, on shipments of tanning materials from Vladivostok to railway stations west of Omsk. This reduced rate is to be applied to shipments of mimosa bark and quebracho wood. In the direct Russian-Chinese transit route the rate will be calculated on the entire distance. For shipments per pood the rate will be $\frac{1}{8}$ to $\frac{1}{30}$ of 1 kopeck for each pood and verst (\$0.027 to \$0.016 per long ton per mile). For shipments in carloads the rate will be $\frac{1}{24}$ to $\frac{1}{63}$ of 1 kopeck per pood and verst (\$0.02 to \$0.007 per long ton per mile).

IMPROVED CONDITIONS AT ARCHANGEL.

[Cablegram from Commercial Attaché Henry D. Baker, Moscow, Aug. 20.]

I have returned from a visit to Archangel, where I found the congestion greatly relieved. Probably half of the large supply of American cotton accumulated there has now been transported to the interior textile mills that bought it. Although the narrow-gauge railroad is still reserved for Government shipments, many private goods, such as typewriters, can be shipped as parcels over this railroad. Bulky private freight can go by river steamers and barges up the Dvina River and connecting canals and rivers to the interior of Russia.

Under favorable water conditions, as in spring, Petrograd and Moscow can both be reached in this way, and an immense quantity of freight has already been shipped by this route. Unfortunately, there is a scarcity of barges for water transport, and the few forwarding and shipping agents at Archangel, being overcrowded with business, apparently give insufficient time and attention to the interests of foreign shippers and to the multitude of ships arriving. I would recommend important American interests to send special agents to Archangel to assist ships arriving by assuming charge of forwarding goods, securing accommodations, and otherwise helping the movement of American goods.

Conditions should be exceptionally favorable next spring for shipping American goods, such as cotton, via Archangel, as there should be enough water in the interior waterways for transport all over Russia.

Detailed arrangements should be made as soon as possible. Archangel is now one of the busiest ports in the world, ranking almost with New York in the arrival of ships. Over 100 warehouses and 30 piers have been erected since last winter and 4 big floating cranes have been imported. The narrow-gauge railway will be paralleled by the new broad-gauge line half-way from Vologda to Archangel, probably by November, while the remaining line will be changed to broad-gauge in the near future. Ice-breakers will keep Archangel open till December, after which Kola will be used as the winter port. The railway through Lapland to Kola is being rapidly constructed. [The advantages of Kola or some other port on the Murman coast were discussed in *COMMERCE REPORTS* for Mar. 19, 1915.]

Nearly 20,000,000 pounds of wheat have been exported from Archangel since May.

Correction.

A report just received from Consul General Leo J. Keena, at Valparaiso, states that the Chilean Government derives 65 per cent of its revenue from the export tax on nitrate instead of 35 per cent, as was stated in the report from Valparaiso, *Financing American Trade with Chile*, published in *COMMERCE REPORTS* for May 24, 1915. The work, *Turismo en Chile*, from which the figures for the length of Chilean railroads were taken, was in error to the extent of 10,000 kilometers (6,213 miles). The sentence on this subject should therefore read "The Government now owns 2,425 miles and has a purchase right on 811 miles additional of the total of 5,021 miles of railroads in the Republic."

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Machinery, No. 18049.—A business association in Spain writes a firm in the United States that it wishes to receive catalogues and full information relative to machinery for making umbrella frames and accessories; also a machine for making buttons of all kinds.

Second-hand clothing, old paper, rags, etc., No. 18050.—A firm in Cuba desires to receive the names and addresses of American purchasers of cast-off clothes, rubber, rags, old paper, and leather remnants, etc.

Wire, tin, etc., No. 18051.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in Argentina, who desires to represent American manufacturers of all kinds of steel wire, tin, and tinfoil; also tin ingots.

Paper-making materials, No. 18052.—The commercial attaché of the Department of Commerce in Russia transmits the name and address of a business man in that country who desires to communicate with American manufacturers and exporters of phosphor-bronze wire gauze in large quantities and white cloth, similar to the samples which may be examined at the bureau or its branch offices. Sulphate of aluminum is also desired. The man wishes to receive offers by cable. He states that he is ready to pay cash. He also desires to make agency connections.

Furs, No. 18053.—The Department of Commerce is in receipt of a letter from a business man in Argentina who desires to receive the names and addresses of American exporters of raw furs.

Machinery, No. 18054.—The commercial attaché of the Department of Commerce writes that a prominent business man in that country desires to establish commercial relations with American manufacturers and exporters of printing and lithographing machinery.

Hosiery, underwear, etc., No. 18055.—A manufacturer's agent in England informs an American consular officer that he desires to represent American manufacturers and exporters of hosiery, underwear, gloves, corsets, etc. Reference is offered.

Store supplies, No. 18056.—An American consular officer in Africa transmits the names and addresses of a number of business men in his district who desire to receive catalogues and full information relative to goods for department stores. Quotations should be made c. i. f. destination. Correspondence may be in English.

Pumping outfit, No. 18057.—An American consular officer in the Netherlands reports that a business man in his district is about to make a trip to the Dutch East Indies, and desires to purchase American pumping outfits, equipped with gasoline engines. The machinery is to be shipped to him in the colonies. He proposes to pay cash against bill of lading, and invites quotations f. o. b. New York and San Francisco.

Leather, No. 18058.—A firm of commission merchants in South America informs an American consular officer that it desires to be placed in communication with American exporters of fine grades of leather similar to the line of samples which may be examined at the Bureau or its branch offices. Quotations should be made f. o. b. New York. Correspondence may be in English.

Machinery, No. 18059.—A merchant in Africa informs an American consular officer that he desires to receive catalogues and full information relative to machinery for making soda water. The machine should have an oil engine attached. He also wishes information relative to a machine capable of producing one-half ton of ice per day. Correspondence may be in English.

Oils, automobiles, leather, rubber goods, etc., No. 18060.—A Swedish firm informs an American consular officer that it is desirous of getting into communication with American exporters of oils, automobiles, leather, rubber goods, etc.

Rubber goods, etc., No. 18061.—An American consular officer in Switzerland writes that a manufacturer's agent in his district has requested him to supply the names and addresses of American manufacturers of transparent nipples, garters, invisible suspenders, and other elastic goods; also rubber for jelly glasses. He is willing to purchase on his own account. Correspondence is desired in German but may be in English.

Steam dredges, No. 18062.—An American consular officer in Portugal reports that a business man in his district wishes to secure an exclusive agency for the sale of steam dredges. Catalogues and full information should be sent at once. Correspondence may be in English.

Printing paper, No. 18063.—A business man in the Netherlands informs an American consular officer that he wishes to correspond with American manufacturers of printing paper. Correspondence may be in English.

Packing-house products, fruits, fertilizers, etc., No. 18064.—The Department of Commerce is in receipt of a letter from a business man in Porto Rico who desires to receive the names and addresses of American exporters of packing-house products; California fruits, canned and otherwise; rice; textiles; fertilizers; etc.

Machinery and stock journals, etc., No. 18065.—A foreign consular officer in the United States writes the Bureau of Foreign and Domestic Commerce that he desires to receive sample copies of trade journals to be used in promoting trade between the United States and South America. He desires to receive journals devoted to cereals, live-stock breeding, etc., agriculture, dairy products, automobiles and accessories, electrical appliances, packing-house supplies, refrigerating plants, shoe-making machinery, motor boats, etc.

General agency, No. 18066.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in Mexico stating that he desires to form commercial relations with American manufacturers and exporters with view to representing them in South America. He does not specify any particular line. He speaks Spanish. References are offered. He is also prepared to advise American manufacturers and exporters relative to commercial conditions and opportunities in South America.

Chrome alum, bleaching powder, etc., No. 18067.—A business man in England desires to be placed in communication with American manufacturers and exporters of chrome alum, bleaching powder, bichromate of potash, bichromate of soda, prussiate of soda, and caustic soda. He is prepared to pay cash against shipping documents through his bank.

Boots and shoes, No. 18068.—A firm of commission agents in British Guiana informs an American consular officer that it desires to be placed in communication with American manufacturers and exporters of boots and shoes for the purpose of selling them in the West Indies and Venezuela. Correspondence may be in English.

Nail wire, white zinc powder, etc., No. 18069.—An American consular officer in Portugal reports that a merchant in a Portuguese insular possession desires to communicate with American exporters of square nail wire, Nos. 6-15 B. W. G., and white zinc powder, white lead powder, and baryta in powder for the manufacture of ceruse. Prices should be made c. i. f. destination. Correspondence should be in Portuguese.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

GREAT INCREASE IN AMERICAN TONNAGE.

Lloyds' Register of Shipping for June 30, 1915, a recognized authority on the world's merchant marine, which has just been received, shows a total tonnage for the world's merchant fleets of 49,261,769 gross tons. The figures cover vessels of 100 gross tons or over and do not include vessels plying on American rivers, barges, etc.

The increase in the world's tonnage since June 30, 1914, virtually the war period, is only 172,217 gross tons, while the average annual increase for the 10 years up to June, 1914, was 1,308,000.

Larger Than Average Annual British Growth.

The increase in American tonnage during the year has been 524,445 gross tons, or about four times our average annual increase for the 10 years up to June, 1914, and larger than the annual increase of tonnage under the British flag (including the Dominions and Colonies) for the 10 years up to June, 1914, which was 403,000 tons. The American increase is practically made up of 523,361 gross tons, mainly owned under foreign flags by American capital before the European war and transferred under the ship registry act of August, 1914. Of this tonnage 333,639 gross tons were transferred from the British and 147,742 gross tons from the German flag.

British tonnage for the year increased 229,019 gross tons, compared with an average annual increase, as stated, of 403,000 tons for the 10 years before 1914.

German tonnage for the year shows a loss of 753,269 gross tons, while for the 10 years up to 1914 the average annual increase was 189,000 gross tons.

Norwegian tonnage has increased 24,466 gross tons, compared with an average annual increase of 73,000 tons for the 10 years before the war.

Japanese tonnage increased 117,682 gross tons, the average annual increase before the war being 95,000 tons.

Lloyd's Statement, with Comparison by Years.

Lloyd's statement on June 30, for the past three years, of the gross tonnage of the world's merchant shipping and the change worked since June 30, 1914, gives these figures:

Countries.	1913	1914	1915	Change from 1914.
	Gross tons.	Gross tons.	Gross tons.	Gross tons.
World	46,970,113	49,089,552	49,261,769	+172,217
American	5,427,636	5,368,194	5,892,639	+524,445
British	20,431,543	21,045,049	21,274,068	+229,019
German	5,082,061	5,450,296	4,706,027	-753,269
Norwegian	2,457,890	2,504,722	2,529,188	+24,466
French	2,201,164	2,319,438	2,285,728	-33,710
Japanese	1,501,014	1,708,386	1,826,068	+117,682
Italian	1,521,942	1,668,296	1,736,545	+68,249
Dutch	1,309,849	1,495,455	1,522,547	+26,092
Swedish	1,047,270	1,118,046	1,122,883	+4,797
Russian	874,178	1,053,818	1,054,762	+944
Austria-Hungarian	1,011,414	1,053,719	1,018,210	-37,509
Other countries	4,005,152	4,292,093	4,293,104	+1,011

[Gross tonnage is the entire cubical contents of the ship, including spaces occupied by engines, boilers, bunker coals, etc., stated in terms of 100 cubic feet to the ton.]

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ADDITIONS TO EMBARGO LIST OF NORWAY.

[Telegram from vice consul at Christiania.]

Norway embargoes superphosphates, Thomas phosphate, bone dust, apatite, and other crude phosphates, fish guano, whale guano, casein, aluminum salts, resin oil, and wood-tar oil.

EXPORTATION OF SKINS FROM ADEN.

[Telegram from American consul at Aden.]

American-owned skins, of which there is a considerable amount awaiting shipment, may be allowed to be exported on guarantee by British consular officer in America of the bona fides of the consignee, subject to a bond to be executed by the shipper.

IMPROVEMENT IN SITUATION IN CEIBA DISTRICT.

[Consul Walter F. Boyle, Ceiba, Honduras, Aug. 11.]

Supplementing report of July 7, 1915, published in *COMMERCE REPORTS* of July 23, 1915, on conditions in the Ceiba district, it is noted that the United Fruit Co. and associated companies, which employ half the labor in the district, have, because of the decline in value of the silver "sol" or peso, made all their pay rolls in gold and on the basis of the value of the "sol" before it declined in value.

The voluntary act of this company in refusing to take advantage of a decline in value of the local currency will do much to better conditions in the district.

With the arrival of a shipload of rails at Tela advance work on the Tela Railroad is again underway, and the fact that banana shipments are rapidly becoming normal again gives rise to hope that within five or six months the district will again be under normal conditions.

GRAIN ELEVATORS FOR ARGENTINA.

[Review of River Plate, July 16.]

The question of the installation of an extensive system of grain elevators in Argentina is again to the fore. Representatives of a Canadian firm, accompanied by a Californian capitalist, have arrived in Buenos Aires in furtherance of a proposal made by them a short time ago for the erection of a large number of elevators throughout the cereal zones of the Republic, with terminal stations at Buenos Aires, Rosario, and Bahia Blanca. From the somewhat meager details of the scheme at present available we gather that the constructing syndicate is prepared to finance the cost of the installations on the basis of payment in Government bonds at 5 per cent interest and 1 per cent amortization, redeemable in 20 to 25 years; also that it is not contemplated that they should intervene in the operation of the elevators. The Government would decide upon the places at which each elevator would be erected, the capacity suggested for those in the rural districts being 1,000 tons each. The three gentlemen referred to are at present making a rapid tour of the cereal zones, accompanied by an official of the Ministry of Agriculture specially deputed to conduct them.

It is understood that one of the stipulations of the agreement under consideration would be that the three terminal elevators at Rosario, Bahia Blanca, and Buenos Aires would have to be completed and delivered to the Government within 15 months of signing the contract. The other (smaller) elevators would be delivered at the rate of 20 per month, after allowing the time necessary for the reception of the foreign materials required in their construction. Incidentally a special fleet of steamers would be chartered to bring down these materials (from the United States presumably). It is possible that at the present stage of the negotiations a certain amount of reserve as to the suggested terms of the agreement has to be maintained. It is to be hoped, none the less, that as soon as the public interest permits due opportunity will be afforded for examination of the scheme.

American Proposals.

There is no divergence of opinion as to the urgent desirability of introducing the elevator system in Argentina. Expert authorities have urged it for years. Only two years ago a serious proposal was presented to the Argentine Government by a well-known Chicago firm, backed by banking houses of the highest standing. [See Daily Consular and Trade Reports for Nov. 16, 1914.] That proposal involved three terminal elevators (likewise at Buenos Aires, Rosario, and Bahia Blanca) with a capacity of 30,000 metric tons each, and 150 district elevators of 750 tons each. The scheme allowed for an eventual increase to 8 terminal installations and 400 district ones. The then proposing company desired to exploit the cereal storage business under ample Government surveillance. The negotiations fell through.

It transpires that other proposals are being submitted to the Government, also by responsible parties. On Wednesday Messrs. Alberto de Ibarra and Enrique L. Jones visited the Minister of Agriculture to speak in support of a grain-elevator proposition submitted by a firm in the United States. Later the minister received Dr. Ricardo

C. Aldao, one of the recently returned delegates of the Argentine Government to the Pan-American Conference at Washington. This gentleman intimated that he was shortly presenting a grain-elevator proposal from another important United States firm.

SOUTH AFRICA'S PURCHASES FOR HALF YEAR.

[Vice Consul John W. Dye, Cape Town, July 16.]

The value of the imports received into the Union of South Africa through the various channels during the quarters and half years ending June 30, 1914-15, was:

Imported through—	Quarter ended June 30—		Half year ended June 30—	
	1914	1915	1914	1915
Cape Town.....	\$8,824,206	\$8,658,716	\$18,833,161	\$16,285,442
Port Elizabeth.....	9,771,222	8,096,289	21,261,919	14,252,539
East London.....	4,050,312	3,196,196	8,624,908	5,580,319
Durban.....	11,858,312	10,846,923	23,662,573	18,793,061
Laurencio Marques.....	5,413,988	3,122,162	10,243,832	6,406,310
Other ports and stations.....	714,178	225,738	1,480,691	681,277
Total.....	40,662,216	34,146,024	84,107,084	61,998,943

These figures represent a decline of 16 per cent for the quarter and 26 per cent for the half year ending June 30, 1915.

REPORT OF THE SPANISH TREASURY.

[Consul Robertson Honey, Madrid, Aug. 3.]

During the six months ending June 30, 1915, the total receipts of the Treasury Department of Spain amounted to 753.21 million pesetas (peseta equals \$0.20), an increase of 94.83 millions over the corresponding period of 1914. During the first half of 1915, however, Spain sold 204 millions of State securities, as against only 45 millions in the corresponding period of 1914. The revenue of Spain for the period named, therefore, is 549.21 millions, which is 64.17 millions lower than that for the corresponding period of 1914. The chief falling off is in the customs, where the receipts were 47.5 millions lower than last year.

Disbursements during the first half of 1915 amount to 604.07 millions, an increase of 44.36 millions. Excluding receipts from sale of Government securities, there was thus a deficit on July 1, 1915, of 55 million pesetas.

INCREASED SALARIES FOR AUSTRIAN OFFICIALS.

[Consul Wallace J. Young, Carlsbad, Bohemia, July 28.]

As of interest in connection with the certainty of an early general increase of wages throughout Austria-Hungary, the following translation of an article appearing in the Prager Tagblatt for July 27, 1915, may be quoted:

In the Ministry of Finance and in certain provincial offices preliminary steps are now being taken in regard to an increase of salary (Teuerungszuschlag= increase on account of the high price of provisions) to continue during the length of the war, which shall be paid monthly and which shall not exceed 10 per cent of the monthly salary.

MOVING CANADA'S NEW WHEAT CROP.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Aug. 14.]

Dr. C. N. Bell, secretary of the Winnipeg Grain Exchange, declared to-day that the railways will experience no difficulty in getting Canada's new wheat crop down to the Atlantic coast. There are plenty of cars available for bringing the grain from the fields to the Lake head, and the supply of Lake boats is ample. The real problem lies in the scarcity of ocean tonnage.

More cars will be in the West this year to handle the grain crop than ever before. The railways have all realized that the yield will be exceptionally large, and consequently they have taken good care to see that they have plenty of cars to handle the big rush that is sure to come.

Railway Cars Available.

The Canadian Northern already has between 16,000 and 17,000 cars in the West and is steadily gathering in more. The cars are coming from all over the country, East and South in particular. When a car reaches the West it will stay there until it goes East loaded with grain from the harvest fields.

The cars that the Canadian Pacific Railway has in the West at present will take care of 17,600,000 bushels in one trip to the head of the Lakes alone, and the officials estimate that a car can make a return trip from as far West as Regina (Saskatchewan Province) to the head of the Lakes in 10 days; from Manitoba points it will take a day or two less.

The Grand Trunk Pacific will have between 12,000 and 14,000 cars in operation, and the Transcontinental will supply at least 2,000 more. The general manager of the Grand Trunk Pacific says:

We can take care of 40,000,000 bushels and handle it in good shape. We will have from 30 to 40 per cent more cars than last year. Not only will the supply of cars be ample, but we will also have a big increase in motive power. The Transcontinental will handle the crop east of Transcona and that will release all the G. T. P. engines from the district east of there. The Transcontinental will also return a large number of engines that we have loaned them since they took over the eastern section of the line. This will place us in fine condition to take care of everything.

Labor Problem—First Car of New Wheat.

With nearly 10,000 men already sent out from Winnipeg to the harvest fields and at least 30,000 men still to be provided, the unemployment problem of the city has ceased to exist. There are hundreds of applications for harvest hands that the officials are unable to fill, although about 1,200 hands per day are being supplied from Winnipeg and vicinity. Along the line of the Canadian Northern Railway Manitoba will take 5,971, Alberta 1,310, and Saskatchewan 9,635. The Dominion immigration office, which is supplying men for all points throughout the West, has been sending out nearly 1,000 men a day since Monday.

The first car of new wheat reached Winnipeg to-day. It was received by the Ogilvie flour mills, and came via the Canadian Pacific Railway. The wheat was grown on a 40-acre field, about a mile southwest of Rosenfeld, Manitoba. The field yielded 20 bushels to the acre. The sample is No. 1 northern, and was cut August 3.

A wonderful sample of growing wheat was also received this morning from Stockton, Manitoba. The plant contains 41 stems,

averaging 54 inches long, and the heads are 5½ inches long. Other fine samples of grain thrashed by hand have been received from Morden and Holland, Manitoba, both grading No. 1 northern.

STEM CORRECTIONS IN READING THERMOMETERS.

Required corrections for thermometer readings in connection with the use of these instruments in oil distillation flasks have been worked out for several different forms of flasks by the Bureau of Standards, of the Department of Commerce, and the various experiments explained in Technologic Paper No. 49, entitled "The Emergent Stem Correction for Thermometers in Oil Distillation Flasks." The corrections are required because the stems of the thermometers project out of the flask into the room and thus cause the readings to be too low—lower than they would read if the bulb and stem were entirely at the temperature of the oil vapor around the bulb. The reading is important, because complex mixtures of hydrocarbons of different chemical composition are separated into simpler fractions by fractional distillations carried out between definite temperature limits.

In the paper mentioned it is shown that oil distillation tests carried out in the interval 200° to 300° C. may require a stem correction of more than 15° C. (27° F.), and that different chemists, fractionating the same oil, will find quite different results if one applies the stem correction and another neglects to do so.

The paper also gives a simple method by which the chemist can determine the total correction that he must apply to the observed reading of his thermometer to find the true temperature of the vapor in the flask, i. e., the total correction due to scale error and to emergent stem. The method consists in reading the thermometer when naphthalene is boiled in the flask and again when anthracene is boiled in the flask. The boiling point of the former has been found to be 218° C. and of the latter 340° C. The amount by which the observed thermometer readings differ from these two temperatures gives the total correction to the thermometer at two points on its scale, and corrections at intermediate points can be found by interpolation.

Copies of the paper may be obtained without charge upon application to the Bureau of Standards, Washington, D. C.

CHEESE PRICES AND STOCKS IN CANADA.

[Consul G. R. Taggart, Cornwall, Ontario, Aug. 18.]

The expected slump in the cheese market, due to stocking up through high prices, is here. A recent offering on the Cornwall Cheese Board resulted in the sale of 2,000 boxes (82 pounds each) of cheese, mostly colored, at 12½ cents a pound. This is a drop of over 6 cents a pound since last May.

The following statement filed with the Cornwall Cheese Board by a Montreal authority gives figures relating to the said accumulation of stocks:

Last year in England and New Zealand the combined stocks were 184,207 boxes; this year there are 355,016. In Montreal last year there were 94,855; this year there are 219,446. This year's stocks on both sides are high-priced goods and represent nearly \$8,000,000 tied up therein; hence, the present slump in the market.

AGRICULTURAL PRODUCTION IN TASMANIA.

[Consul W. A. Bickers, Hobart, July 12.]

The Government statistician has issued a preliminary bulletin showing production of the principal crops in Tasmania for the statistical year ending June 30, 1915. While complete data is not yet available, it is generally held that the hop yield will not vary much from the 1,553,937 pounds of last year. As most fields are irrigated, the continued dry weather in the eastern and central section of this State last summer did not affect this crop as it did the grain and fruit. Although the fruit crops have been estimated by buyers who visited all the fruit-growing districts as about 50 per cent of the crop of last year, on the whole there has been a small loss to the State from this source.

Already about 1,200,000 cases of apples have been shipped to foreign countries and the other States of Australia, as compared with about 2,000,000 cases of such shipments last year, and it is thought that the total shipments will approximate 1,500,000 cases. This large surplus for export, with a predicted decrease of 50 per cent in production, is explained by the fact that there was an unusually large and profitable demand for apples from the other States of Australia which caused the apple growers to gather and to market a large proportion of the total yield. Of the 400,000 cases of apples exported England bought practically all, while last year England bought 766,000 out of a total of 894,000 cases exported. The growers of small fruits and pears suffered to a far greater extent than apple growers, but as the total production of these fruits is small compared with apple production, their losses do not materially affect local economic conditions.

General Decrease in Crops.

The grain crops showed a decided decrease in yield, although there was a larger acreage this year than last. In the eastern and central sections, where the crops suffered severely from the drought, the failure of crops and pasturage has worked a considerable hardship on farmers, while the farmers on the west and northwest coast, where there is always an ample rainfall, are enjoying an exceptional prosperity.

The following table gives a summary of the production of the principal crops for the seasons 1912-13, 1913-14, and 1914-15:

Kinds of crops.		1912-13	1913-14	1914-15
Wheat.....	bushels.....	530, 315	349, 736	386, 053
Oats.....	do.....	2, 257, 258	1, 593, 664	1, 341, 800
Barley:				
Cape.....	do.....	265, 908	21, 811	5, 651
English.....	do.....		165, 673	99, 147
Peas:				
Gray.....	do.....	453, 682	156, 249	131, 576
Blue.....	do.....		132, 137	74, 191
Hay.....	tons.....	183, 709	112, 958	81, 971
Potatoes.....	do.....	72, 565	80, 339	78, 907

Season Unfavorable to Stockmen.

In addition to these heavy losses in crop production, the past season was also unfavorable to stockmen. Their losses can be appreciated by giving the number of stock as recorded on June 30, 1913, 1914, and 1915:

Kinds of stock.	1913	1914	1915
Horses,	44,039	43,941	42,232
Cattle,	222,181	205,743	176,524
Sheep,	1,862,669	1,745,356	1,674,845
Pigs,	49,152	37,990	34,960

Drought Checked Development of Trade.

The two years' drought has decreased the purchasing power of farmers in large sections of the State, and has caused a check in the former rapid development of trade. Fortunately, during the past few months heavy rains have been reported from all the dry sections, and it is now considered that there has been sufficient rainfall in most sections to guarantee the next crops and also remove all fear as to a shortage of pasturage. Farmers are therefore now more hopeful, and are cultivating large areas in expectation of large yields at remunerative prices.

ALIENS AT HARBIN—MUNICIPAL EXPENDITURES.

[Consul Charles K. Moser, Harbin, China.]

During 1914 the British and German Governments ratified agreements with the Russian Government whereby their subjects, by paying the same dues and taxes as Russian subjects, were entitled to buy and lease land on long terms in Harbin, and to have a vote in the municipal elections and a seat in the municipal council on an equality with Russian subjects. The war abrogated for the time the agreement as related to German subjects; but the agreement holds good with reference to British subjects, and the latter are enjoying at present privileges which the subjects of other nationalities do not have. There are 3 American firms established in the municipality and 11 British firms. The American firms can not hold land at present, nor own buildings, nor have a voice in the government. German, Austrian, and Turkish subjects and firms have been ousted from the entire area of the railway territory until the close of the war.

Below is a table of revenues and expenditures of the Harbin municipality for 1914, with some tentative estimates for 1915:

Items.	1914	Esti- mates for 1915.	Items.	1914	Esti- mates for 1915.
REVENUES.			EXPENDITURES—continued.		
Land tax,	\$70,196	\$73,282	Municipal police,	\$25,038	\$24,617
Commercial and industrial tax, ..	120,922	116,478	Fire department,	22,633	22,807
Vehicle and dog tax,	1,674	1,854	Municipal improvements,	38,142	47,073
Miscellaneous taxes,	14,420	16,995	Municipal enterprises,	35,166	35,385
Revenue from municipal prop- erty,	34,865	37,610	Education,	42,868	44,646
Revenue from municipal enter- prises,	94,345	101,529	Upkeep of night-refuge house, ..	2,464	3,043
Refunds of expenditures,	3,993	3,474	Medical, sanitary, and veterinary departments,	50,493	57,493
Miscellaneous revenues,	1,457	1,645	Interest on debts,	10,093	12,623
Proceeds of pool tax on goods imported and exported,	33,732	.....	Miscellaneous,	13,445	8,137
Revenue from capital invested, ..	13,760	.....	Total ordinary expendi- tures,	308,855	331,176
Total,	389,367	332,870	Extraordinary expenditures, ..	17,323	27,617
EXPENDITURES.			Payment of debts,	1,416	28,193
Expenses of the town council,	66,323	72,891	Total expenditures,	327,597	386,989
Municipal jail,	2,284	2,461			

CANADIAN FRUIT CROPS.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 16.]

According to the report issued by the fruit commissioners branch of the Dominion Department of Agriculture, rainfall has been excessive in British Columbia, has interfered to some extent with the marketing of small fruits, and has induced the development of apple scab. Nevertheless, conditions on the whole have improved since the middle of July.

The apple crop of the Okanagan Valley is estimated at 85 per cent of the yield of 1914. The Kelowna district will have about 90 per cent of last year's crop, with a lighter average (about 70 per cent) on old trees. The deficiency will be made up by young orchards, from which a good crop is expected. The lower Okanagan (Peachland, Summerland, and Penticton) promises a slight increase over last year. In the Vernon district apples are being affected quite extensively by the scab, and consequently considerable fruit will not be packed commercially. Kootenay Valley reports are very promising, and a fair crop will probably be harvested. The scab is fairly general in this section.

British Columbia Pears and Plums—Peaches Show Increase.

Very favorable reports on pears are being received from British Columbia. The latest statement reports a crop about 25 per cent larger than in 1914, with an estimated production of 35,000 crates.

The total yield of plums in the same Province, according to the report issued, will be about 90 per cent of that last year. There is not a heavy set of fruit, but it is sizing up well and is of fine quality.

British Columbia peaches and apricots show a considerable increase over last year. In the southern Okanagan there has been much "leaf curl" among Elbertas, which will yield a lighter crop than other varieties. Crawford reported a full crop for the first time in the history of the Okanagan Valley.

Apple Situation in Annapolis Valley—The Crop in Ontario and Quebec.

The most distinct feature in the apple situation, so far as the rest of Canada is concerned, is the change which has taken place in the Annapolis Valley. The May report from Nova Scotia indicates a crop approaching 2,000,000 barrels, and even one month ago this report was sustained. Since then, however, the fruit has dropped heavily. This, in conjunction with unfavorable weather, the development of apple scab, and the ravages of the canker worm, have so reduced the total crop that it is now not expected greatly to exceed 1,000,000 barrels.

The Ontario crop is uniformly light, particularly in western Ontario and on the late varieties. East of Toronto conditions are fairly satisfactory, and it is particularly noticeable that the crop in this district, while not a heavy one, is reported to be clean and of good quality. Between Toronto and Hamilton the yield will be the lightest for several years. In the Niagara district conditions are even less favorable than in June; the present estimate is about 40 per cent. In eastern Ontario the quality is excellent, and the crop is about 50 per cent normal.

The Abbotsford district in Quebec suffered heavily from hail on July 12 and 14. The apple crop on the west side of Yamaska Mountains is reported to be practically ruined for packing and shipping, except in a very small way. This will have a very serious effect on the growers' returns for this season. Less injury was done on the south side of the mountain. Elsewhere in the Province of Quebec the apple situation is slightly more favorable than in June. The fruit is generally clean and of good size, but the yield will not average more than 30 to 40 per cent of a full crop.

Cherry Crop in Niagara District—Grapes and Plums.

The cherry crop in the Niagara district is practically all harvested. The size and quality have been generally above the average, although some of the late varieties were reduced in quality by the cherry worm. In badly infested orchards the fruit was not harvested. Many growers, however, did not destroy this fruit and its appearance on the market interfered in some instances with the sale of better goods. As a rule, good fruit sold at satisfactory prices, in spite of the fact that the canners handled less than usual. The crop was well distributed, and the market was at no time overstocked. In spite of the severe frost injury to grapes in May, the Niagara crop will be about 60 to 75 per cent of normal. The fruit has set well, is developing rapidly, and is of good quality. Concordes are a fair crop, and Wordens are heavy. Niagara, Lindley, and Moore's Early will probably be less than last year. Hail damaged the grapes in a few localities.

The plum crop in Niagara is generally fair, especially for the Japanese varieties, which in many cases are overloaded. The blue varieties, such as Bradshaw, Monarch, and Grand Duke, have been thinned out by heavy dropping, but plenty of fruit still remains on the trees. There will also be a plentiful crop between Hamilton and Toronto. The green varieties are rather light.

Fair Crop of Excellent Peaches—Tomatoes and Raspberries.

The Niagara peach crop is now reaching maturity, and shipments have already been made to the large markets. A considerable quantity of the fruit has fallen, but sufficient has been left on the trees to give a fair crop. The quality and size are good, as the trees are not too heavily loaded. Conditions are not as favorable in orchards that were left unsprayed last year and were attacked by leaf curl.

There is a much lower average of tomatoes in Ontario this year than usual, and the crop will be late in maturing. In spite of the frost the fruit is ripening well and the yield will be good. Heavy rains, however, will have a bad effect if they do not soon cease. Last week the heavy rains had a more or less serious effect on late raspberries. In addition to many of them having been knocked off the bushes, the rain penetrated what remained and large numbers of them were left colorless. At the same time it was almost impossible for pickers to get out into the berry patches, particularly after the heavy downpour on August 10, owing to the sagging character of the ground, except on high land. Reports indicate that growers lost considerable money on raspberries last week. Early berries were plentiful this year, and the season was nearly over before the worst storms visited the Niagara district.

INDUSTRIES OF BAGDAD AND MOSUL.

[Consul Charles F. Brissel, Bagdad, Turkey, May 10.]

The occupations in which the people of Bagdad and vicinity are engaged may be divided into three classes—those incidental to life in the cities and towns; the agriculture and cattle breeding which engage the attention of the people and tribes living in the neighborhood of Divanieh, Samawa, Shamieh, Hindieh, Kerbala, Dlem, Hillah, and Azizieh; and the breeding of sheep and camels, combined with agriculture, among the Bedouins or nomad tribes, chief among whom are the Eneza and Shammer tribes. Some of the city dwellers are employed by the Government, while others are owners of lands or other properties from which they derive an income, and still others are merchants or farmers. The second class mentioned includes some who live in huts made of reeds or mud and others who frequently move from place to place and live in black tents made from the hair of animals.

The city of Bagdad consists of more than 30,000 houses, 5,000 shops, 208 khans, 235 coffeehouses, 325 gardens, 145 mosques, 16 schools, 40 takyas (convents of dervishes), 50 shrines, 5 printing establishments, 6 churches, 6 synagogues, and 30 baths, together with other private and public buildings. The population of the Bagdad district, including the nomad and settled Arabian tribes and other unregistered tribes, is estimated at 850,000. The greater number of the inhabitants are Arabs (among whom may be included the native Christians), the remainder being Kurds and Turks. The majority of the inhabitants are Mohammedans, and the rest are Jews and Chaldean, Syrian, and Armenian Christians.

The general languages of the district are Arabic and Turkish. Persian and the Kurdish language are also to be heard there. The climate of Bagdad during the summer is very hot and dry, the summer heat varying from 104° to 118° F. in the shade. The winters are generally mild, but the thermometer has registered as low as 28° to 30° F.

Local Manufactures of Bagdad.

The local manufactures of Bagdad are silk "izars" or women's wraps, which are universally worn; "abas" or native cloaks for men, and other cotton and silk embroideries, as well as copper, gold, and silver articles. At a place called Mandeli, 68 miles northeast of Bagdad, rich crude oil, bitumen, and salt mines are reported to exist. Great varieties of fruit and vegetables are very plentiful in the Bagdad district.

About 5 miles above Hillah, on the opposite or left bank of the Euphrates, is a series of artificial mounds of enormous size, and there is another lofty mound, thought to be the "hanging gardens" of Nebuchadnezzar. The bricks used were made from the soil of the country, in many parts an excellent clay. The ruins of the edifices that were constructed from these bricks are now the quarries from which the modern Arab obtains the material for his home. The most striking is the vast ruin which is regarded as the Tower of Babel, about 6 miles southwest of Hillah.

Features of Mosul Trade and Its Resources.

Mosul, which is about 400 miles north of Bagdad, on the western bank of the Tigris, is celebrated for the manufacture of various kinds

of earthenware, such as water basins, bowls, etc. It also specializes in the manufacture of silk and cotton goods. These goods are exported to places in the vicinity. There are many marble quarries around the city, the product being used on a large scale, while a considerable quantity is shipped to Bagdad. There are also six springs of sulphur and other mineral waters, quicksilver, two rich crude petroleum fields, and three coal mines in the vicinity of Mosul. There are other rich oil fields in Gayara and at another place near the town of Kerkook, both in the Mosud vilayet.

Mosul contains 34 quarters, comprising 9,106 houses, 2,852 shops, 17 baths, 34 khans, 110 commercial houses, 62 coffee houses, 266 flour mills, 56 mosques, 11 dervishes' convents, 31 gardens, 20 churches, 25 marble quarries, 8 monasteries, and various other buildings. The male population of the whole district, according to the official census of 1913, was 193,848, of which 182,900 were Moslems and 10,800 Christians and Jews. The majority of the people speak the Arabic language, the rest speaking Kurdish. The Turkish language also is understood.

FOREIGN VESSELS ADMITTED TO AMERICAN REGISTRY.

During the week ended August 21, 1915, there were admitted to American registry under the act of August 18, 1914, 3 vessels, freight steamers, of a total tonnage of 7,268 gross, as follows: *Genesee*, 2,899 gross, formerly Danish *Finland*. *Maumee*, 2,509 gross, formerly Danish *Djursland*. *Winneconne*, 1,860 gross, formerly Danish *Hogland*.

All the above-named vessels are now owned by the American Trans-Atlantic Co. (Inc.), New York, N. Y.

	Vessels.	Gross.
Total, July 1, 1915, to Aug. 21, 1915.....	11	36, 403
Total, fiscal year ended June 30, 1915.....	148	523, 361
Grand total.....	159	559, 763

EXPERT ACCOUNTANTS IN PETROGRAD.

[Consul North Winship, Petrograd, Russia, July 14.]

An English firm of "chartered accountants" [the name of which may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices; refer to file No. 64367] has established offices in Petrograd. This concern makes a specialty of inspecting books and accounts for business houses, agencies, etc., and should be of special interest to American firms having Russian agents, since it can send in certified reports monthly, yearly, or as the different firms desire, of the transactions and accounts of their agencies. It is a well established London concern, with branch offices in Cardiff, New York, Chicago, Habana, Mexico City, Montreal, Vancouver, Buenos Aires, Rio de Janeiro, Tucuman, Johannesburg, Bulawayo, Cape Town, Salisbury, Batavia, and Surabaya, Java. One of the members of the firm is in charge of the Petrograd branch.

AIX LA CHAPELLE DISTRICT'S TEXTILE CHANGES.

[Consul Henry C. A. Damm, Aix-la-Chapelle, Germany, July 28.]

Muenchen-Gladbach, a town in this consular district, is one of the centers of the cotton textile industries in Germany. Because of the war this industry has been compelled to undergo reorganization. The increasing cost of the raw material and changes in the labor force have naturally brought about an increase in the cost of production. The demand for the coarser grades of yarns and textiles has continued good since the beginning of the war, but the demand for the finer grades has fallen off.

Order Limits Manufacture of Cotton Goods.

An order limiting the manufacture of cotton goods applies to these articles, which can not be manufactured after August 1:

Material for underwear, bedding, and dress goods, whatever the process of manufacture, employing yarns under No. 16 and above No. 32 English.

Material for table and kitchen use, such as tablecloths, napkins, towels, and dust cloths.

Fancy yarns and weaves, as material for embroidery, laces, veils, velvets, and plushes.

Material for house furnishing and for decorative purposes, as covers for mattresses, beds, walls, and furniture, as well as all kinds of curtain material.

Material for technical uses, as bags, sacks, belting, rope, twine, and cheese-cloth.

Articles made of yarns No. 60 and above do not come under this prohibition. The prohibition does not affect articles manufactured from raw material or half-finished products imported into Germany after June 15, 1915. Should public interest demand it, special dispensation may be granted in individual cases by the authorities. This applies particularly to the manufacture of articles used for technical purposes.

Local Cotton Industry Affected by Order.

As the production of the coarser grades of yarns is a specialty of the Muenchen-Gladbach cotton industry, it will be seriously affected by the prohibition. However, as the mills are permitted to finish up contracts for yarns which had been entered into before the order was published, they will be kept busy for some time to come, as it is thought that the contracts were large. The weavers are permitted to work up such yarns even after August 1.

When these supplies are exhausted the spinners and weavers must turn their attention to the manufacture of articles not covered by the prohibition. Large Government orders are anticipated, and apparently the manufacturers view the future with confidence.

The prices of yarns now prevailing at Muenchen-Gladbach are:

Water yarns, f. o. b. mill, per English pounds—Best quality, No. 12, \$0.388; No. 16, \$0.392; No. 20, \$0.40; No. 24, \$0.41; No. 30, \$0.424; good medium quality, No. 12, \$0.383; No. 16, \$0.388; No. 20, \$0.395; No. 24, \$0.405; No. 30, \$0.419; poorer quality, No. 12, \$0.378; No. 16, \$0.383; No. 20, \$0.39.

Warps, sized, f. o. b. mill, per English pounds—Good medium grade, No. 16, \$0.417; No. 20, \$0.424; poorer quality, No. 16, \$0.412; No. 20, \$0.417.

Cops, American, per $\frac{1}{2}$ kilo (1.10 pounds)—Best quality, No. 12, \$0.426; No. 16, \$0.43; No. 20, \$0.438; No. 24, \$0.447; good medium quality, No. 12, \$0.421; No. 16, \$0.426; No. 20, \$0.433; No. 24, \$0.442; poorer quality, No. 12, \$0.417; No. 16, \$0.421; No. 20, \$0.428.

Cops, East Indian, per $\frac{1}{2}$ kilo (1.10 pounds)—Ia quality, 4-6's, \$0.38; 8's, \$0.383; 10's, \$0.387; 12's, \$0.39; IIa quality, 4-6's, \$0.377; 8's, \$0.378; 10's, \$0.382; 12's, \$0.385.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

Pianos, No. 18070.—A piano dealer in Peru writes an American consular officer that he desires to form business connections with American manufacturers of medium priced upright pianos which may be retailed at about \$300. Correspondence should be in Spanish. Illustrated catalogues, together with full information, should be sent at once. The customs duty on upright pianos is 18 cents per kilogram, gross weight, the shipping case being included.

Novelties, perfumery, etc., No. 18071.—A Portuguese firm informs an American consular officer that it desires to purchase about \$300 worth of toys, novelties, and perfumery. Cash will be paid against documents. Correspondence may be in French. Bank references are given.

Office supplies, No. 18072.—A firm in Switzerland writes an American consular officer that it desires to represent American manufacturers and exporters of office supplies, including adding machines, etc. Correspondence is preferred in German.

Merchandise, No. 18073.—An American consular officer in Russia writes that a business man in his district desires to communicate with American manufacturers and exporters of general merchandise. He desires catalogues and full information at once.

Riding spurs, No. 18074.—An American consular officer in Honduras reports that a business man in his district will soon be in the market for riding spurs with rowel $\frac{1}{2}$ inch to $\frac{3}{4}$ inch in diameter. Samples, price lists, and full information should be sent at once. Quotations should be made f. o. b. New Orleans or New York. Correspondence may be in English. Medium priced goods are desired.

Machinery, No. 18075.—The managing director of a firm in England writes that he desires to receive catalogues and full information from American manufacturers of machinery for making silica brick. Quotations should be made c. i. f. destination. Prices should be stated in English currency. Bank reference is given.

Electric transmission posts, No. 18076.—A supply company in Honduras writes an American consular officer that it wishes to receive prices and descriptive catalogues of electric steel transmission posts. The maximum height of the posts should be 30 feet. Weights should be indicated and quotations should be made f. o. b. New York or New Orleans.

Agricultural machinery, No. 18077.—An agricultural association in Russia informs an American consular officer that it is interested in agricultural machinery and tools, fertilizers, hemp twine, sacks, etc. Communications may be in English.

Wire, No. 18078.—An American consular officer in India transmits the name and address of a company in his district which desires to communicate with American manufacturers of ungalvanized wire for making nails from 6 to 18 gauge. Quotations are requested c. i. f. destination in 100-ton lots. Correspondence may be in English.

Copper and iron mines, etc., No. 18079.—An American consular officer in Greece reports that a business man in his district is desirous of communicating with American firms which may be interested in purchasing mines of copper, iron, manganese, etc. The man states that he is in a position to represent such buyers. Correspondence should be in French.

Safety matches, No. 18080.—A merchant in Honduras informs an American consular officer that he desires to secure prices and samples of safety matches. Quotations should be made f. o. b. New York or New Orleans. The matches must be such as will resist the humidity of the atmosphere in that country.

Furs, horse hair, etc., No. 18081.—A business man in Russia has requested an American consular officer to supply the names and addresses of American importers of furs, horse hair, etc. He desires to act as a commission or buying agent. He states that he has been engaged in this business for 20 years. References are offered. Correspondence may be in English.

Wool, No. 18082.—An association of commerce in Portugal has requested an American consular officer to secure prices on large quantities of combed wool similar to the sample (refer to file No. 64496), which may be examined at the Bureau or its branch offices. Quotations should be made c. i. f. destination.

Incandescent lamps, No. 18083.—A firm in Serbia informs an American consular officer that it desires to purchase large quantities of incandescent lamps for ordinary use. Catalogues and full information should be sent so that orders may be placed by cable. Correspondence should be in German or French.

Boots and shoes, No. 18084.—A traveling salesman in France writes an American consular officer that he desires to represent American manufacturers and exporters of boots and shoes for women. Correspondence may be in English.

Steamer, etc., No. 18085.—The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business man in Cuba who desires to receive estimates, photographs, plans, and full information relative to a complete steamer. The steamer should be 20 feet wide, 110 feet long, a depth of 11 feet, and 7 feet at the bow line, with three or four rooms, equipped with a 240-horsepower crude petroleum engine, with a speed of 15 miles per hour. He desires estimates on both a wooden and iron vessel. The man also wishes to receive the names and addresses of manufacturers of all kinds of buttons, buckles, hooks, trousers for men, window and door sashes, glass, mirrors for furniture, laces and embroideries, etc.

Construction material, No. 18086.—A firm in an insular possession writes the bureau that it desires to receive names and addresses of American manufacturers and exporters of nails, steel joists, etc. The firm states that it is ready to open confirmed bank credits in New York for payment against documents.

Cereals, provisions, fertilizers, etc., No. 18087.—The Department of Commerce is in receipt of a letter from a firm in South Africa stating that it desires to represent American manufacturers and exporters of cereals, groceries, and provisions, sheep dips, disinfectants and fertilizers, patent medicines, chemicals, etc. References are given. A prospectus (refer to file No. 61) of the company may be examined at the bureau or its branch offices.

General agency, No. 18088.—An American consular officer in France transmits the names and address of a number of business men who desire to represent American manufacturers and exporters. They do not specify any particular line.

Hardware, brushes, etc., No. 18089.—The commercial attaché of the Department of Commerce in Australia writes that a firm of manufacturers' agents in that country desires to represent American manufacturers and exporters of carriage hardware, cutlery, and locks, painters' and artists' brushes, etc.

Whale oil, sperm oil, etc., No. 18090.—A firm in Norway writes that it is in a position to sell 35,000 barrels of whale oil, 10,000 barrels of sperm oil, 20,000 sacks of guano (whale), and 48 kilos of ambrn. These commodities can be delivered between October and December of this year.

Agricultural machinery, etc., No. 18091.—An American consular officer in France has forwarded the names and addresses of two firms which desire to represent American manufacturers of agricultural machinery and implements.

Hardware, No. 18092.—An American consular officer in Russia has received a letter from a firm in his district stating that it desires to represent American manufacturers and exporters of hardware. Commercial references are given. Correspondence may be in English.

Electric wire, No. 18003.—A buyer of telephone and electric light wire in an insular possession informs an American consular officer that he desires to establish commercial relations with American exporters of galvanized iron wire 0.07874 inch in diameter for telephone lines; noninsulated hard copper wire for electric lights, 0.23622 inch in diameter. He wishes to receive prices on various kinds of noninsulated copper wires and cables for electric light and power transmission. He states that he has hitherto been given 30 days' credit, but is willing to make payment against shipping documents upon arrival of goods in the foreign port.

Bags and bagging, No. 18004.—An American consular officer in France reports that a firm in his district desires to represent American manufacturers and exporters of bags and bagging.

Woolen and worsted goods, etc., No. 18095.—A firm in Greece writes an American consular officer that it is in the market for woolen and worsted goods for women's dresses, serges, garbardines, diagonals, etc. Prices and samples should be sent at once. Quotations should be made c. i. f. destination. The exact composition of tissue, weight per yard, proportion of wool and cotton, if mixed, should be stated. The firm prefers mixed cotton and wool fabrics. Correspondence may be in English. Bank references are given.

Kaolin, No. 18096.—A firm in Brazil, with offices in New York City, informs an American consular officer that it wishes to communicate with American importers of Brazilian kaolin, an earth used in the manufacture of crockery. Correspondence may be in English.

Bronze powder, No. 18097.—An American consular officer in France has forwarded the names and addresses of three business men in his district who desire to represent American exporters of powdered bronze for printing, etc.

Machinery, No. 18098.—A forest engineer in Switzerland informs an American consular officer that he wishes to communicate with American manufacturers and exporters of machines and implements of all kinds to be used in the development of forests. He desires to act on an agency basis. Correspondence may be in English.

Cord and rope, No. 18099.—Two firms in France have informed an American consular officer that they desire to represent American manufacturers and exporters of cord and rope.

Glass bulbs, wire, etc., No. 18100.—A firm of incandescent lamp manufacturers in Brazil informs an American consular officer that it desires to receive catalogues, prices, and full information from American manufacturers of glass bulbs of various sizes; molybdenum filament; straight and spiral tungsten filaments; copper, nickel, and platinum wire; tin bases for electric lamps; chemicals for ground glass; anhydrous phosphorous; pure "amorpho" phosphorous; modern machinery for the manufacture of electric incandescent lamps, including vacuum pumps; and rubber hose. Correspondence should be in Portuguese.

NEW BRISTOL STEAMSHIP SERVICE.

[Consul J. S. Armstrong, jr., Bristol, England, Aug. 5.]

The Anglo-French Transit Co. has inaugurated a weekly steamship service between Havre and the city docks, Bristol. The Bristol agents are H. R. James & Son, Queen Square. The first sailing took place from Havre on July 23, 1915, by the *Hypolite Worms*.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 403 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 923 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Sliding gap lathe, No. 2575.—Sealed proposals will be received at the office of the lighthouse inspector, Portland, Oreg., for furnishing one sliding gap lathe. Blank proposals and further particulars may be obtained by addressing the above office.

Truck-tractor, No. 2576.—Sealed proposals will be received at the office of the Chief of Ordnance, United States Army, War Department, Washington, D. C., until September 7, for furnishing and delivering f. o. b. Rock Island Arsenal, Ill., one gasoline truck-tractor in accordance with the special specifications for gasoline truck-tractor for Ordnance Department, United States Army, dated August 16, 1915, and the instructions to bidders and general specifications governing the manufacture and inspection of gun carriages, artillery vehicles, and similar ordnance material (Form 434), revised August 11, 1914.

Reinforcing material, etc., No. 2577.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until September 10, 1915, for furnishing and delivering at the United States Penitentiary, Leavenworth, Kans., reinforcing material, structural steel, miscellaneous steel, iron, and brass work, steel cell fronts, and mechanical locking devices for entire cell blocks of the west main cell wing, in accordance with specifications, copies of which may be had on application to the Washington office.

Firing magnetos, No. 2578.—Sealed proposals will be received at the office of the Chief of Ordnance, United States Army, War Department, Washington, D. C., until September 17, 1915, for furnishing and delivering f. o. b. contractor's works 353 firing magnetos, type GA. Further particulars may be had on application to the above office.

Moving, No. 2579.—Sealed proposals will be received at the office of the United States Coast Guard, Treasury Department, Washington, D. C., until September 15, 1915, for moving the Rockaway Coast Guard Station, Arverne, N. Y. Specifications and drawings for proposals, etc., and full information may be obtained on application to the Superintendent, Fourth District, Coast Guard, Bay Shore, N. Y., the Keeper, Rockaway Coast Guard Station, Arverne, N. Y., or to the Washington office.

Light vessel, No. 2580.—Sealed proposals will be received at the office of the lighthouse inspector, Baltimore, Md., until September 15, for the purchase of light vessel No. 29, length 98 feet, beam 23 feet, depth 10 feet, 232 gross tons. Vessel may be seen at Portsmouth, Va. Blank proposals, etc., may be had on application to the Baltimore office.

Buoy bodies, No. 2581.—Sealed proposals will be received at the office of the lighthouse inspector, Tompkinsville, N. Y., until September 16, for furnishing and delivering to the lighthouse depot, Tompkinsville, as required, during the fiscal year ending June 30, 1916, 20 acetylene buoy bodies, type L; 10 acetylene buoy bodies, type BW-600-11; and 10 acetylene buoy bodies, type D. Blank proposals, etc., may be had on application to the above office.

Lock gates, No. 2582.—Sealed proposals will be received at the office of the United States engineer, Montgomery, Ala., until September 20 for furnishing lock gates. Further information may be had on application to the above office.

Dredging, No. 2583.—Sealed proposals will be received at the office of the United States engineer, customhouse, Norfolk, Va., until September 23, for dredging and rock excavation in James River, Va. Information may be had on application to the Norfolk office or to the United States Engineer Office, 316 Federal Building, Richmond, Va.

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SAILING OF RUSSIAN COMMERCIAL REPRESENTATIVE.

[Cablegram from American Ambassador George T. Marye, Petrograd.]

The Russian-American Chamber of Commerce representative, Alexander Behr, is sailing from Christiania for New York September 3 on the *Frederick VIII*.

[Mr. Behr's prospective visit to the United States was announced in *COMMERCE REPORTS* for Aug. 3, 1915.]

MADRID CHAMBER OF COMMERCE OFFERS GRATUITOUS PUBLICITY.

[Consul Robertson Honey, Madrid, Spain, July 31.]

The Madrid Chamber of Commerce is a semigovernmental institution with legal prerogatives unknown to similar American institutions. It publishes a monthly similar to *COMMERCE REPORTS*, and, like that daily, devotes a section to "Trade opportunities." These "opportunities" are quoted in the dailies as well as in the trade journals of Spain.

In response to an inquiry of the American consulate the president of the chamber, Señor Matesanz, writes this day that the chamber of commerce will publish in its *Boletin Oficial* all trade offers of American exporters as well as those of American importers of Spanish products.

The consulate at Madrid will translate into Spanish and forward for publication such matter, briefly expressed, as American exporters or importers may deem of interest. Such matter should be addressed to the "American Consul, Madrid, Spain."

ROOFINGS AND FLOOR COVERINGS IN AFRICA.

[Consul George A. Chamberlain, Lourenco Marques, Portuguese East Africa.]

Heretofore corrugated iron has been the universal roofing medium in Portuguese East Africa, but a marked tendency is being shown to replace it by material more easily handled and at the same time less conductive of heat. Also with regard to floor coverings there is a promising market for such materials as are easily laid and washed and are at the same time cool.

As to roofing, a casual inspection of buildings in the Province would lead one to think that corrugated iron is used almost without exception, varied on certain old buildings by tiles. However, the customs returns as well as information from builders show that a larger percentage than ever before of roofs are now being constructed of pitch or asphalt or with patented roof covering. So far these methods have proved satisfactory.

The attention of local builders has not yet been properly drawn to the use of damp-proofing coatings in the form of paints on the outside of concrete, stucco, or brick buildings. As a matter of fact Lourenco Marques, the principal town in Portuguese East Africa, has an unusually dry climate for eight months in the year, which makes these coatings more or less unnecessary. The rainy season generally begins in November and is supposed to continue through to February or March. It is to be noted, however, that during these months it is rare to have more than 40 or 50 rainy days. The rest of the year is practically rainless. As a result roofings are subjected to a greater strain from sun than moisture. In this connection the following table, showing the monthly averages of temperature in this district, is of interest:

1912-13.	Temperature in the shade (Fahrenheit).			
	Maximum.	Minimum.	Monthly mean.	Average for 15 years.
January	98.1	65.3	78.0	78.6
February	103.3	70.2	79.0	77.8
March	93.4	63.1	75.8	75.8
April	90.0	63.3	74.3	73.5
May	96.6	53.1	70.4	69.0
June	89.1	51.8	68.2	64.9
July	93.4	52.2	67.4	64.6
August	90.0	48.6	67.3	67.1
September	93.9	49.6	68.5	69.4
October	100.4	55.8	81.5	72.7
November	111.9	59.0	75.6	74.2
December	99.0	60.6	77.1	77.0

In spite of the variations in temperature stucco and concrete walls do not crack as a rule and seem to be adaptable to the climate.

Certain American firms have already made efforts to introduce their roofing materials and it is estimated that during the past year, about \$4,000 worth of such roofing, most of which came from the United States, was sold throughout the Province.

Floor Materials.

Floor coverings are more or less allied in the United States to the production of roofings. Floors in this district are of two kinds—in

the cheaper houses of wood and in the more expensive of parquet, tile, or mosaic. The idea of the tile and mosaic floors is that they are cool, but at the same time they are extremely tiring to the feet. Board floors, unless very carefully laid, give easy ingress to cockroaches, which are very prevalent, and to other insects and vermin. It is in the latter houses of more or less cheap construction that there appears a fair chance for the introduction of floor coverings.

Linoleum of foreign origin is sold in various qualities ranging from \$1 to \$2.50 per running yard of 6 feet width. Two samples are forwarded, one retailing at \$1.13 and the other at \$1.88. It is believed that American products can compete to good advantage with these prices. The market, however, is still in its infancy, present annual sales reaching only \$8,000.

[The samples sent by the consul and his list of dealers in roofings and floor coverings are available on application to the Bureau of Foreign and Domestic Commerce and its branch offices; refer to file 46829.]

BUILDING MATERIALS IN BRAZIL.

[Consul Robert Frazer, Jr., Bahia.]

Careful investigations made as to the market for plaster board in this part of Brazil, during which a sample of the material manufactured in the United States was submitted to the inspection of a leading builder, an architect, and a general importer of construction materials, lead to the conclusion that it is not suited to the style of building employed here and that there is not at present any opening for it.

The method of construction almost invariably followed in Bahia consists of erecting walls of brick and rubble, plastered over with a mixture of clay and lime and finished with a thin coat of lime and sand. Floor and roof beams and floors and ceilings are of wood, and roofs invariably of semicylindrical clay tiles of local manufacture. These are laid on transverse slats crossing the roof beams, and are generally visible from below. Interior walls are always finished as described, and are occasionally papered, but no wall board or any other material is used. Partitions are also made of brick.

According to a local builder, the clay mixture referred to is prepared roughly in the proportion of one 400-pound cement barrel of clay to 10 gallons (two kerosene tins) of lime, and is often contracted for at 500 to 600 reis per square meter (10.4 to 12.5 cents per square yard) applied, including cost of labor and material. The top layer of sand and lime is often paid for by contract at about 800 reis per square meter (17 cents per square yard).

Artisans here are generally Negro and earn the following wages: Bricklayers from 3.5 to 6, carpenters 5 to 7, and helpers 1.5 to 2.5 milreis per day, the milreis now being worth about 25 cents.

The cost of materials, however, is high, cement being to-day quoted at 24 milreis per barrel of 180 kilos (\$6 per barrel of 397 pounds); lime, of domestic manufacture, at 13 milreis per 1,200 liters (\$4.25 per 264 gallons); bricks measuring 23.5 by 13 by 6.5 centimeters (9.25 by 5.1 by 2.56 inches) at \$12.50 to \$15 per 1,000; and lumber at \$110 per 1,000 feet.

COMMERCIAL ACTIVITIES OF ST. MICHAEL'S CONSULATE.

[Consul Walter H. Schulz, St. Michael's, Azores, July 20.]

As a result of reports, letters, and personal work during the quarter ending June 30, 1915, the St. Michael's consulate has increased the local market for American shoe leather; has introduced a specially prepared varnish for finishing beer-fermenting vats and pitch for lining beer kegs; has obtained the promise of an order for the complete equipment for the first steam laundry in the Azores; and has started negotiations for the establishment of a line of sailing vessels from the United States to the Azores.

As a result of an article published in *COMMERCE REPORTS* for June 12, on "American Coal in the Azores," several American firms are endeavoring to enter the local market, and the prospects are that some of them will succeed in the very near future. "Market for Cement in the Azores," published April 30, led to promising correspondence between an American firm and several Azorean importers. Large orders for American cement will be sent in immediately upon announcement of freight rates that will permit competition with English cement.

Business from Trade Opportunities—New Line of Sailers.

"Market for Shoe Leather," published as a trade opportunity on June 5, gained two more customers for American firms, and as a result of a report on "Equipment for Small Tramway," published as a trade opportunity on June 22, the local tobacco factory is corresponding with American firms and has promised to place the order in the United States.

On May 18 this consulate prepared a report entitled "Azores need line of sailing vessels." This report, which was published June 18, was written in an attempt to solve the problem of prohibitive freight rates that have prevented extensive commercial intercourse between America and the Azores. Two large brokers of sailing vessels immediately took up the matter, and a sailing captain is now endeavoring to sell his interests in a small schooner and buy into a large one for the Azorean trade. The establishment of such a line will immediately open several markets for American products.

LARGE ORANGE CROP IN NEW SOUTH WALES.

The orange and mandarin crops on the Paterson River, in New South Wales, Australia, this season were heavy. The fruit has a large domestic demand throughout the country districts. Exports of citrus fruit for 1913 from New South Wales amounted to 2,352,900 pounds, valued at \$81,480, of which 2,308,600 pounds, valued at \$79,027, was Australian produce. This is the last year for which figures are available. Some of the mandarin trees of this district, according to the *Sydney Morning Herald*, yielded 14 bushel cases per tree. Daily Consular and Trade Reports for October 26, 1914, quoted statements from Sydney indicating a belief that the opening of the Panama Canal would produce a market in the United States for Australian citrus fruits.

HONKONG GINSENG MARKET.

[Consul General George E. Anderson, Hongkong, China, July 8.]

While war in Europe stopped the market in China for ginseng by unsettling all business conditions, there has been more recovery in the demand for the root than was anticipated. This year opened with practically nothing being done in ginseng. After the Chinese New Year, however, demand developed which would have been stronger but for the fact that the low price of silver made prices obtained by American and other exporters to this market too low. However, during the first quarter wild root sold from \$1,905 to \$3,330 local currency per picul of 133½ pounds, or from \$6.28 to \$19.90 gold per pound, the bulk of it selling around \$3,000 local currency per picul, or about \$10 gold per pound. Cultivated root during the same time ranged from \$1,120 to \$2,120 local currency per picul, or from about \$3.70 to \$7 gold per pound on the same market. Trimmings and fibers sold from \$350 to \$500 local currency per picul, or from about \$1.05 to about \$1.65 gold per pound.

During the second quarter the wild root sold at \$2,560 to \$3,550 local currency per picul, or from \$8.45 to \$11.70 gold per pound, the bulk of the root, however, averaging a little higher in price than in the first six months. Cultivated root sold at from \$960 to \$2,210 local currency per picul, or from about \$2.90 to \$7.25 gold per pound. The average price, however, was fully 10 per cent over that of the first three months of the year.

Sales during the first six months of the year have amounted to about 40,000 pounds. The stock on hand on July 1, 1915, was around about 36,000 pounds, as compared with about 40,000 pounds on January 1 and 70,000 pounds at the same date last year.

MEASURE RESISTANCE IN EARTH TO ELECTRIC CURRENT.

Oil in sand or earth causes it to have a very high resistance to the flow of an electrical current; that is, speaking technically, to have a very high resistivity. Certain valuable ores in the earth cause it to have a very low resistivity. For any particular specimen of earth the resistivity varies with the moisture content. The damage to pipe systems on account of electrolysis by the return current of street railway systems depends, among other things, upon the resistivity of the earth around the pipes and near the tracks. There are, therefore, many reasons why knowledge concerning the resistivity of certain very limited portions of the earth is desired.

In a recent publication of the Bureau of Standards, Department of Commerce, a method for measuring earth resistivity which is free from some of the faults of methods which have previously been used is described. The method is particularly adapted to those cases in which it is important that the measurement be made without disturbing the earth, as is necessary where a sample is taken into the laboratory for measurement, and in those cases where the mean resistivity of a fairly large portion of earth, extending to a considerable depth, is investigated.

To those interested a copy of the paper will be sent if a request is addressed to the Director, Bureau of Standards, Washington, D. C.

CANADIAN TRADE FOR LAST FISCAL YEAR.

[By Consul General John G. Foster, Ottawa.]

The total trade of Canada for the fiscal year ended March 31, 1915, was valued at \$1,078,173,240, compared with \$1,112,562,107 for 1914 and \$1,068,660,225 for 1913. Of the total for 1913, 2 per cent consisted of imports and exports of coin and bullion, increasing in 1914 to nearly 4 per cent, and in 1915 to 15 per cent of the total trade.

Of merchandise exported in 1913 and 1914 about 5 per cent was of foreign production, compared with over 11 per cent in 1915. The value of the merchandise of Canadian production exported was \$355,754,600, \$431,588,439, and \$409,418,836 for 1913, 1914, and 1915, respectively.

The total value of the merchandise imported in 1913, 1914, and 1915 was, respectively, \$670,000,189, \$618,328,874, and \$455,371,371, of which over 65 per cent was dutiable in 1913, over 66 per cent in 1914, and nearly 61 per cent in 1915.

Trade With the United States and Great Britain.

Of Canada's total foreign trade, nearly 57 per cent was with the United States in the fiscal year 1913, nearly 55 per cent in 1914, and 60 per cent in 1915. In the fiscal year 1913 29 per cent of Canada's foreign trade was with Great Britain, nearly 32 per cent in 1914, and 28 per cent in 1915.

Approximately 65 per cent of the merchandise imported into Canada during each of the three last fiscal years came from the United States, about 21 per cent from Great Britain, and the remainder, ranging from 14 to 15 per cent, came from other countries.

Great Britain purchased 50 per cent of Canadian merchandise exported during the fiscal years 1913 and 1914 and over 45 per cent for 1915. The United States purchased 39 per cent in 1913, 37 per cent in 1914, and 42 per cent in the fiscal year ended March 31, 1915.

Canadian Articles of Export.

The Canadian merchandise exported was classified as follows for the last three fiscal years ended March 31:

Products.	1913	1914	1915
Mineral products.....	\$57,442,546	\$50,089,064	\$51,740,989
Fishery products.....	16,336,721	20,623,560	19,087,088
Forest products.....	43,255,080	42,792,137	42,650,083
Animal products.....	44,784,593	63,340,119	74,390,743
Agricultural products.....	150,145,661	198,220,020	134,746,030
Manufactures.....	43,692,708	57,443,452	85,539,501
Miscellaneous.....	97,311	121,088	663,802
Total.....	355,754,600	431,588,439	409,418,836

A more detailed list of the exports during the last two fiscal years, with the values of shipments to the United States, Great Britain, and other countries, follow:

Articles.	To Great Britain.		To United States.		To other countries.	
	1914	1915	1914	1915	1914	1915
Animals, living.....	\$712,662	\$1,393,105	\$8,518,102	\$13,387,158	\$224,319	\$150,739
Breadstuffs.....	131,474,403	91,104,573	16,393,581	7,966,350	15,375,749	16,998,381
Automobiles.....	320,407	78,050	138,978	97,013	3,112,477	2,472,761
Automobile parts.....	1,896	130,001	26,341	35,568	197,621	243,070

Articles.	To Great Britain.		To United States.		To other countries.	
	1914	1915	1914	1915	1914	1915
Other carriages and parts	\$7,228	\$342,231	\$52,054	\$27,852	\$147,572	\$73,234
Clothing and wearing apparel.	89,019	6,288,694	150,952	120,752	196,553	934,942
Coal, coke, etc.	61,604	96,834	2,989,501	3,604,581	989,020	1,010,424
Cordage, rope, and twine.	1,864	106,831	374,011	889,122	137,782	128,248
Drugs, dyes, chemicals, and medicines	455,232	491,939	633,075	2,482,143	641,876	569,619
Fish.	6,726,389	5,422,281	6,644,355	8,254,208	6,759,861	5,649,399
Fruits and nuts.	3,649,854	3,074,040	235,075	223,515	700,987	301,817
Furs, and manufactures of.	3,124,192	1,328,627	2,176,420	1,353,072	367,128	116,603
Gutta percha, india rubber, and manufactures of.	25,652	182,843	459,013	382,958	201,566	157,104
Hay.	296,331	88,613	1,358,621	629,728	132,098	1,514,017
Hides and skins, other than fur.	9,761	7,634	9,228,237	7,713,916	24,974	8,370
Leather, and manufactures of.	1,746,747	4,669,680	1,268,683	3,694,210	198,511	2,443,399
Gold-bearing quartz, dust, nuggets, etc.	3,381	105,324	13,322,654	15,294,355	720	6,831
Silver, metallic, in ores, etc.	13,925,884	8,848,064	5,406,172	4,274,734	1,639,482	393,592
Agricultural implements.	488,367	354,884	93,049	191,074	6,638,104	2,255,238
Other iron and steel, and manufactures of.	496,682	5,609,891	1,692,245	2,780,323	1,966,533	2,962,529
Nickel, fine, in ore, etc.	960,621	1,601,251	4,398,920	3,439,539	15,197	22,866
Asbestos.	255,067	513,877	2,087,753	1,437,653	548,852	275,857
Other metals and minerals, and manufactures of.	1,858,817	2,772,975	11,979,944	10,189,184	1,004,493	993,764
Milk and cream.	12,075	12,075	1,638,477	2,849,400	365,789	224,036
Paper.	510,818	594,453	10,566,359	12,879,204	1,609,718	2,035,925
Cheese.	18,533,880	18,938,704	157,335	39,491	147,569	237,335
Bacon.	3,717,266	11,080,424	41,704	707,334	4,225	24,037
Other provisions.	420,786	5,344,405	1,651,309	5,798,075	331,278	1,024,834
Seeds.	10,719,238	1,087,728	12,826,023	9,645,882	2,530,741	76,171
Settlers' effects.	264,047	356,918	2,440,156	3,211,798	97,205	112,993
Spices and wines.	108,140	97,362	845,868	771,166	347,928	228,684
Stones, and manufactures of.	550	392	1,213,098	1,381,142	3,118	8,116
Vegetables.	7,402	408,335	851,078	439,687	719,777	632,261
Wood:						
Unmanufactured.	10,629,158	9,892,467	29,274,349	30,996,467	2,839,768	1,704,705
Manufactured.	1,461,421	1,824,825	5,080,013	7,650,603	703,777	600,524
Wool, and manufactures of.	119,872	113,754	580,410	1,426,458	29,948	1,121,200
Cenumerated merchandise.	2,050,312	2,308,270	6,497,928	7,053,641	2,009,359	1,716,417
Total domestic merchandise.	215,253,969	198,668,554	163,372,825	173,320,216	52,061,645	49,430,036
Exports foreign merchandise.	7,068,323	25,089,164	13,575,474	13,022,640	3,204,988	13,911,869
Coin and bullion.	474	1,145	23,511,074	29,036,470	49,156	298,753
Grand total.	222,322,766	211,758,863	200,459,373	215,403,326	56,215,789	63,640,688

Principal Imports from United States, Great Britain, and Other Countries.

The following table gives some of the principal imports during the fiscal years ended March 31, 1914 and 1915, and the amounts from the United States, Great Britain, and other countries:

Articles.	From Great Britain.		From United States.		From other countries.	
	1914	1915	1914	1915	1914	1915
Ale, beer, and porter.	\$421,874	\$242,719	\$885,207	\$433,964	\$31,812	\$20,460
Animals, living.	401,447	79,514	1,988,795	1,040,946	124,484	107,025
Asphalt or asphaltum.	15,451	2,311	635,278	515,927	216,250	146,675
Books, periodicals, etc.	1,409,669	1,266,826	4,966,703	4,353,994	377,997	233,360
Breadstuffs.	850,042	589,637	6,073,492	10,604,191	2,501,978	2,784,641
Bricks, tiles, clays, etc.	561,730	267,359	2,704,426	1,814,855	11,991	4,953
Automobiles and motor vehicles.	621,979	252,898	6,528,086	4,591,182	63,310	44,624
Automobiles, etc., parts of.	31,981	22,337	3,926,077	2,142,895	8,321	961
Coal, coke, etc.	161,593	168,928	48,806,597	38,449,768	67,648	944
Cocoa and preparations of.	1,233,260	955,289	741,033	653,335	757,753	501,676
Coffee.	231,649	192,075	268,011	235,662	1,902,658	1,530,874
Cordage, binder twine.	136	86,823	3,779,434	2,661,451	19	.....
Cotton and manufactures of:						
Raw. ....	.....	183	9,752,437	6,533,448	.....	.....
Manufactures.	17,465,554	12,572,474	7,843,847	6,953,862	2,539,472	1,338,646
Drugs, dyes, etc.	2,980,109	2,351,277	7,927,739	8,449,308	3,730,227	2,648,472

Articles.	From Great Britain.		From United States.		From other countries.	
	1914	1915	1914	1915	1914	1915
Earthen and china ware.....	\$1,573,590	\$1,133,332	\$571,312	\$396,845	\$666,394	\$410,588
Electric apparatus.....	952,428	715,198	7,065,244	5,137,382	466,642	183,109
Fancy articles.....	1,788,248	1,243,082	1,127,726	1,077,677	1,963,457	854,627
Fisheries, articles for use of.....	664,428	716,147	700,111	656,541	16,886	12,362
Fish.....	241,812	200,503	600,829	513,392	1,170,259	985,340
Flax, hemp, jute and manufactures of.....	5,089,071	3,730,941	841,878	1,062,200	3,032,103	1,634,375
Dried fruits.....	88,033	35,019	1,874,531	2,315,926	1,097,924	862,973
Nuts.....	100,782	72,425	631,733	734,895	1,181,174	914,300
Green fruits.....	237,356	92,589	9,909,337	9,075,564	791,782	476,470
Fruits, preserved or canned.....	610,420	444,292	451,857	306,518	172,964	138,009
Furs and manufactures of.....	870,209	395,033	1,776,876	1,488,863	1,117,491	355,553
Glass, and manufactures of.....	1,336,639	775,872	2,064,459	2,009,950	1,643,622	738,524
Gloves and mitts.....	1,219,887	763,082	323,964	279,072	1,178,279	725,952
Grass, Manila.....	71,882	24,947	1,108,141	1,671,608	204,008	186,996
Gunpowder and other explosives.....	517,676	378,756	702,423	757,041	63,318	27,905
Gutta-percha, etc., and manufactures of.....	2,542,667	1,877,090	6,136,962	4,998,131	314,672	891,640
Hats, caps, etc., and materials.....	2,692,944	1,452,493	2,162,170	1,958,987	597,343	377,981
Hides and skins other than fur.....	718,862	755,035	2,120,558	5,134,606	5,991,590	6,952,917
Jewelry.....	462,713	190,658	1,001,258	590,800	291,160	110,538
Leather and manufactures of.....	1,698,580	1,180,851	6,047,702	5,842,857	108,394	30,204
Magic lanterns and slides.....	38,562	42,940	1,154,174	1,251,668	21,692	10,954
Brass and manufactures of.....	424,636	231,578	3,790,209	2,621,786	200,297	95,455
Copper and manufactures of.....	86,243	34,345	6,410,748	3,506,052	84,494	20,418
Agricultural implements.....	73,361	60,852	3,198,263	1,533,755	3,009	991
Engines, gasoline and gas.....	110,617	85,180	2,456,507	1,873,496	3,014	44,019
Machinery of iron or steel.....	2,784,909	1,316,688	25,893,261	14,824,159	449,379	240,261
Other iron and steel and manufactures of.....	12,403,208	5,940,174	67,147,282	37,189,960	4,698,372	1,649,328
Metals and minerals and other iron and steel machinery n. e. s.....	4,587,921	2,574,061	22,555,633	16,146,365	1,918,074	886,609
Musical instruments.....	119,901	81,329	1,790,384	1,214,495	244,452	122,452
Oils.....	579,541	416,123	15,958,440	12,326,867	557,245	602,333
Paintings, drawings, prints, and building plans.....	661,242	359,927	956,842	686,897	330,491	116,895
Paints and colors.....	805,886	438,945	1,032,360	979,724	322,423	132,968
Paper and manufactures of.....	1,687,639	1,254,236	5,423,037	4,032,345	932,492	477,708
Precious stones and imitations of.....	1,383,854	1,280,052	180,807	137,295	1,832,566	473,937
Provisions.....	623,806	449,154	7,436,489	3,821,778	2,702,904	1,664,562
Ribbons of all kinds.....	656,330	670,057	164,437	181,104	999,270	910,696
Seeds.....	216,166	350,844	1,270,048	1,889,285	184,786	124,869
Settlers effects.....	4,530,625	2,467,701	9,238,698	5,213,211	579,118	183,180
Silk, and manufactures of.....	3,509,384	2,562,157	1,545,086	1,695,488	4,634,835	3,881,714
Soap.....	143,710	120,777	1,008,609	939,149	170,691	137,064
Spirits and wines.....	3,300,093	2,694,887	142,780	82,170	3,594,075	2,554,328
Stones and manufactures of.....	255,562	235,100	1,666,822	965,063	153,743	97,931
Sugar, molasses, etc.....	908,811	591,240	893,926	1,703,043	16,146,659	16,738,409
Tea.....	2,623,639	2,749,368	38,648	76,557	3,987,429	4,538,325
Tobacco and manufactures of.....	787,356	465,174	4,700,772	4,460,495	1,411,090	875,709
Vegetables.....	214,332	142,106	2,516,677	2,552,114	575,921	345,139
Watches and parts of.....	139,342	96,059	880,183	533,457	564,736	246,663
Lumber and timber.....	63,435	13,802	12,683,227	7,209,609	76,953	26,370
Other wood and manufactures of.....	560,576	300,155	10,718,663	6,432,863	573,015	521,968
Wool and manufactures of.....	26,178,209	18,264,523	2,102,742	5,018,662	3,157,272	1,524,963
Unenumerated merchandise.....	11,329,053	8,534,570	25,139,121	20,035,695	5,298,063	3,175,456
Total merchandise.....	131,942,249	90,083,178	395,565,328	296,632,506	90,821,297	68,665,687
Coin and bullion.....	514	2,662	15,220,763	131,984,421	14,028	5,909
Grand total.....	131,942,763	90,085,840	410,786,091	428,616,927	90,835,325	68,661,596

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 408 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

DOLLAR EXCHANGE IN WESTERN GREECE.

[Consul A. B. Cooke, Patras, July 22.]

The following table, based on to-day's quotations of three leading local banks, shows the ascendancy of the dollar on the exchange market of Patras. The quotations show the relative current exchange values in drachmas (drachma=\$0.193) of the monetary units of the six countries that lead in the foreign trade of Greece: The United States, Great Britain, Germany, France, Italy, and Austria.

Monetary units.	Value, par, gold.	Buying rate.	Selling rate.	Gain or loss by exchange.	
				Buying rate.	Selling rate.
	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Drachmas.</i>	<i>Per cent.</i>	<i>Per cent.</i>
Dollars.....	5.181	5.25	5.30½	+ 1.33	+ 2.39
Pound sterling.....	25.215	25.14	25.21	- 0.30	- 0.02
Mark.....	1.233	1.06	1.08	-14.03	-12.44
Franc.....	1.000	.944	.95½	- 5.50	- 4.25
Lire.....	1.000	.87	.88½	-13.00	-11.50
Crown.....	1.052	.78	.80	-25.85	-23.95

The American dollar is the one foreign currency that is at a premium on this market. Quotations of the dollar have been well above par for six months past, with every indication that it will continue indefinitely to hold its ranking position.

Direct Banking Facilities Established.

Direct banking facilities have been established by leading banks with correspondents in New York, so that there is no longer need for the old indirect communication via London. According to information given to this consulate, American buyers of products of the Patras consular district may in future do their banking direct to Patras and in dollars instead of in pounds sterling, as formerly. Local exporters indicate their willingness to quote in terms of dollars whenever American clients desire it. The establishment of direct banking facilities will no doubt play an important part in the development of trade between this district and the United States.

[An article on "Exchange and Letters of Credit to Greece" was published in COMMERCE REPORTS for June 5, 1915.]

DRY WEATHER CURTAILS AUSTRALIAN DAIRYING.

Fourteen of the factories affiliated with the Queensland (Australia) Cheese Manufacturers' Association closed down on account of the dry weather, the Sydney Morning Herald reports under date of July 26. The supply of milk to the various factories fell from 148,000 gallons in 1914 to 15,900 gallons this year. Exports of cheese from New South Wales in 1913 amounted to 91,926 pounds, valued at \$14,974, of which 85,760 pounds, valued at \$13,242, were produced in Australia. There has also been a butter famine, with the result that a revival of the former methods of making dairy butter has taken place. People with one or two cows in the neighborhood of towns along the southern line of New South Wales have been able to turn their milk to profitable account. Even supplies in pound packages have been sent to Sydney in some instances.

NATIVE BANKS IN CHINA.

[Consul General George E. Anderson, Hongkong, July 6.]

The situation in Chinese commercial circles generally with respect to banking facilities offered the native dealers by the native Chinese banks is becoming more and more serious in its effects upon trade of all kinds. It is becoming more evident that before trade matters in China can resume their accustomed course something will have to be done to rehabilitate the native banks and aid them in again performing their usual functions in Chinese trade.

Four Classes of Banks.

There are in Chinese commercial affairs four varieties of banking institutions which have their special part in Chinese business. The first are the large foreign banking institutions in the open ports, some of which are among the most powerful banking institutions in the world. The second are the national banking institutions established directly or indirectly by the Chinese Government for its own fiscal purposes and serving as an adjunct in some ways to the Chinese treasury on the one hand and foreign banking and financial interests on the other, the chief of such institutions now being the Bank of China, which was established by presidential mandate in 1913.

There are, then, two further classes of native banks proper, one of which embraces the larger institutions, which do a proper banking business, i. e., deal in loans and discounts and handle exchange as a more or less secondary matter, and the smaller native banks which do some business in loans, but whose chief business consists in dealing in dollars, silver and subsidiary coins, and in buying and selling exchange in small amounts on interior points.

Banking Services Offered.

The large foreign banks, while not doing their accustomed volume of business, are still in position to serve what business is offered them under normal conditions. The large Chinese Government bank continues to serve the Chinese Government and allied interests. The two classes of native banks proper, however, are badly crippled and are not performing their usual functions. This is partly due to general war conditions the world over, one result of which has been the inability of the large foreign banks to supply the native banks with facilities they usually have had in advances of silver and credit and is partly due to business conditions in China itself. The trouble, in fact, has been coming on for some time, and the native bank system has not been operating in its usual way since before the revolution of 1911. Of the general situation in native banking circles during the past year, the annual report of the Chinese Maritime Customs for 1914, just published, says:

In the first place, banking facilities, upon which the whole trade, both domestic and foreign, has been built up, were greatly restricted. The famous Shansi banks, through whose hands nearly all Government funds formerly passed and who were the chief agents for all interprovincial remittances, were compelled to close their doors when the Manchu Government lost power; while all other banks, with a few notable exceptions, being unable to collect money due to them on account of advances, ceased doing business. The few that remained showed extreme caution and engaged only in transactions involving no risk whatever. The foreign banks, upon whom the Chinese banks at the ports are chiefly dependent for their supply of silver, were compelled to abstain from giv-

ing to the Chinese banks the facilities customary before the revolution. Chinese dealers therefore found many impediments to their business; more especially was it difficult to arrange for remittances and for sending money into the interior to buy produce. But, while the restriction of banking facilities greatly hampered trade, it is generally felt that the disappearance of so many mushroom banks, engaged rather in speculation than in legitimate banking transactions, has placed business on a safer and sounder basis.

With the outbreak of the war in Europe last summer, the situation in South China became acute and for a time nearly all the native banks in Canton and Hongkong closed their doors. Gradually there has been something of a readjustment, but the situation is far from satisfactory. There are in Hongkong 23 of the larger class of native banks as compared with 35 before the outbreak of the war. This class of bank usually advances money to the Chinese traders, but since the war they have restricted credits so greatly that advances are now made upon gilt-edged securities only. Of the small class of banks there are now 30 in operation in the colony as compared with 49 before the war. These banks no longer pretend to make loans, but are confining their operation only to speculation in silver and subsidiary coins and to exchange for small amounts on interior points.

In Canton there are now in operation 74 of the larger sized banks, as compared with about 125 before the war. There are 72 of the smaller class banks in operation, as compared with about 150 before the war, the exact number in operation before the war being unknown. The Canton banks do the same sort of business the Hongkong banks do in their respective classes.

Perhaps the worst feature of the situation is that by reason of commercial conditions generally the large foreign banks are not in a position to advance silver or credit to the native banks, and since this state depends largely upon commercial conditions, the whole situation represents a circle which seems difficult to break.

So long as the war and its commercial uncertainties continue there is little likelihood of general credits loosening up materially. Until general credits in this field are more liberal many lines of activity on which Chinese prosperity depends will be restricted. Any general improvement in the market abroad for Chinese produce will justify more generous advances to Chinese industry and will lead to marked improvement all around. However, a complete revamping of the native bank system will be necessary in any event, and the extraordinary development of the Chinese Government bank above mentioned indicates that this need is not confined to banks serving the small business man only.

New Banking Institutions.

It is significant that practically every scheme for the advancement of commercial intercourse between China and the United States put forth by Chinese chambers of commerce and business men generally include, if, indeed, they do not consist of, the establishment of Chino-American banking institutions. It is a part of the plans of the Japanese Government and Japanese commercial interests, as reflected in policies following the signing of the treaty between Japan and China and all having to do with the advancement of Japanese interests in China as a result of concessions granted by China following the taking of Tsingtau, that new banking facilities be established in all Japan's sphere of influence for the development of that

country's business with China. Much of the further development of an adequate banking system for China depends in a measure upon the reform of the country's monetary currency; but some improvement over present means of accommodating native dealers interested in foreign trade is necessary for the needs of the present and the immediate future in Chinese trade.

SHIP MEASUREMENT REGULATIONS PUBLISHED.

Regulations interpreting the laws that relate to the measurement of vessels, together with copies of the laws of the United States on that subject and of the Suez Canal regulations, have been published by the Bureau of Navigation, Department of Commerce, in a single book of 84 pages, for the guidance of those identified with maritime interests. There are 22 pages of instructions for the tonnage measurement of vessels, with subdivisions under the general topics of gross tonnage and net tonnage. The laws of the United States relative to the measurement of vessels include those applying to measurement, gross tonnage, deck houses, breaks, etc., hatchways, between decks, open vessels, water ballast, net tonnage, crew accommodations, deductions for other purposes, deductions for propelling power, register tonnage, appendix of measurement, vessels exempt from measurement, and measurement of foreign vessels.

Brief reference is made to the Panama Canal rules for measurement, with the statement that customs officers may obtain copies, as well as supplies of Panama Canal tonnage certificates, from the Chief of Office, the Panama Canal, Washington, D. C. Questions of interpretation under the Panama Canal measurement rules are to be submitted in writing directly to the Governor of the Panama Canal, Balboa Heights, Canal Zone. Decisions on such subjects are to be published and distributed to collectors of customs. There are 43 pages relating to the Suez Canal, including the measurement rules, memorandum on the application of the rules of 1904 relative to the measurement of superstructures, instructions to American customs officers, and regulations relating to the measurement of United States Naval vessels for the Suez Canal, the last mentioned for use in the preparation of tonnage certificates upon which tolls may be collected, when ships of the United States Navy have occasion to pass through that canal.

[There is a limited edition of this publication. Copies will be sent out on request by the Bureau of Navigation, Washington, D. C.]

HIGHER PRICES FOR AUSTRALIAN CATTLE.

Prices for beef cattle in Australia keep mounting. The record price of \$118.42 was noted in *COMMERCE REPORTS* for August 2, 1915, the still higher quotation of \$126.53 each was noted in the issue of August 6, 1915, while the following item appears in the Sydney Herald of July 23 under the caption of "Dear meat; phenomenal average price":

At the Adelaide Abattoirs on Monday out of a line of 200 cattle sold for Mr. S. Kidman, 65 of the top bullocks realized an average of £30 17s. 5d. (\$149.26) per head.

GOOD RESULTS OF CONSULAR WORK IN NORWAY.

[Consul B. M. Rasmussen, Bergen, July 24.]

The commercial information sought by Bergen importers in the early days of the war concerned food products almost exclusively, but in due time the inquiries included practically everything that had previously been imported from the belligerent nations. Among the specific results of the trade-extension efforts made by the Bergen consulate during the first half of the present calendar year might be mentioned an order for portable gasoline-driven pumps that was filled immediately, and subsequent orders which are now awaiting delivery.

The same firm that bought the pumps is negotiating with an American company for a small compound locomotive for the Bergen-Os narrow-gauge railway, as a result of information furnished by this office, which contract, pending certain formalities, is certain of realization. In addition, the same firm has, through the initiative of this office, purchased rubber tires to the value of \$13,400 from an Ohio manufacturer.

American Textiles Introduced—Coffee and Peas.

The largest wholesale and retail dry-goods establishment in western Norway requested the consulate's assistance recently in making arrangements for handling American textiles, and satisfactory trade connections have been effected.

A Bergen firm of general importing agents writes, under date of July 17:

Through the American consulate's initiative, our firm has established trade connections with Messrs. ———, of New York, for whom we have sold 7,000 bags of coffee, and through the consulate's assistance we have also become representatives of Messrs. ———, New York, on whose account we have sold several thousand bags of green and yellow peas—an article not imported from the United States prior to the war. The consul has, furthermore, given our firm suggestions about various articles of American manufacture not hitherto imported to Norway, concerning which we are now negotiating.

RICE IMPORTS AT PUERTO CABELLO, VENEZUELA.

[Consul Herbert R. Wright, Puerto Cabello, Venezuela, Aug. 2.]

Quantities and values of rice imported into the port of Puerto Cabello, Venezuela, during 1914, and the countries from which it was received, were: Germany, 1,143,830 pounds, \$26,691; Holland, 1,870,412 pounds, \$39,340; United States, 146,989 pounds, \$6,256.

Rice is assessed in the second class of the tariff schedule, paying 0.11 bolivar a kilo, or, including surtaxes, \$1.51 per 100 pounds (1 bolivar = 19.3 cents; 1 kilo = 2.2046 pounds).

Rice which is bought in the United States at 3½ cents and 4½ cents a pound sells in Puerto Cabello for 8 and 10 cents a pound, respectively.

[All business in connection with rice is done through commission firms. Lists of merchants dealing in rice may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. COMMERCE REPORTS has published articles on rice markets in Uruguay, on June 24; at Bahia, Brazil, on Apr. 8; in Paraguay, on July 13; in Venezuela, Chile, and Argentina, on Aug. 5; and in Panama, on Aug. 14.]

MARKET FOR ROOFINGS IN LIBYA, NORTH AFRICA.

[Consul W. Roderick Dorsey, Tripoli, Libya.]

Until a comparatively recent date there was no market in this region for ready roofings. Italian influence has, however, changed this condition; new types of roofs have been introduced, and a gradual increase is likely in the utilization of such products; but to make the demand important great changes must take place in the habits and purchasing power of the native masses. Of the 1,050,000 inhabitants in Libya, 95 per cent are Arabs, and a large proportion of these are nomadic. Natives who live in the oases have fixed habitations—simple dwellings of stone, sun-dried bricks, or packed earth, with roofs fashioned from date-wood rafters overlaid with palm leaves and straw, the whole being covered with a coating of lime plaster. In coast towns structures are either of stone or brick, with division walls of like material.

All roofs in this last class of buildings were formerly flat and covered with lime concrete. With the arrival of the Italian forces in 1911 the need for military accommodations caused great building activity. Temporary structures were erected of wood, roofed with eternit, corrugated iron, paroid, or rubberoid. Later similar quarters were built at interior points and knock-down houses of German origin were introduced. In buildings of a more permanent character reinforced concrete, concrete blocks, bricks, and eternit have been used. Sloping roofs were introduced; the newest hotel has one of eternit slates, and its exterior walls are completely covered with the same article in red. The headquarters of the principal steamship company—a two-story structure with tower—is also roofed and sheathed with eternit, as are the warehouses of the line. Other buildings and roofs similarly made are to be seen in the settlement.

Character and Prices of Eternit—Other Roofing Materials—Imports.

Eternit is described as an artificial stone and is said to be composed of asbestos, other mineral substances, and chalk, fixed and hardened with acids. It is produced by an Italian firm in factories at Casale Monferrato. Sheets are either slate color or red and are of varying sizes, ranging from 12 feet 3 inches by 3 feet 11½ inches to 1 foot square. The smaller sizes have found readiest sale. All orders are shipped direct from the factory, packed in crates of 100 sheets. The 40 by 40 centimeter sheets (40 centimeters=1 foot 3¼ inches) are used exclusively for roofs, have three truncated corners, and are sold c. i. f. Tripoli at 42 lire (\$8.10) per 100, this being about \$0.04¼ per square foot. The large sheets, 120 centimeters (3 feet 11½ inches) square, are quoted at 471 lire (\$90.90) and those 100 centimeters (3 feet 3¼ inches) square at 328.50 lire (\$63.40) per 100 sheets, this being \$0.058 and \$0.59 per square foot, respectively.

This material can be cut without cracking, and with the aid of a specially contrived tool nails can be driven through with facility. It requires no underlining, and slates are attached directly to the crossbeams of roofs and to uprights of walls. The largest sheets weigh about 28½ pounds, the next 19½ pounds, and the roofing slates 3 pounds each. In addition to slates and sheets, there are eternit

cornices, ridge covers, ornamented finishings for eaves, tiles for floors, and decorated squares for interior walls.

Paroid and rubberoid roofing will probably find little demand here except for temporary buildings. Another paper stocked locally is called "cartoni incatramati feltri" (tar-covered felt cardboard). It comes in rolls containing 10 square meters (107 square feet) and costs, in the heaviest grade, 0.80 lire per square meter (\$0.014 per square foot). Corrugated iron also found some favor for roofs, and some public structures, such as the fish market and customs landing stage, were covered with it.

It is estimated that in 1912 imports of roofing materials totaled not less than \$50,000, and in 1913 about \$40,000, fully 75 per cent being eternit. American participation in 1912 amounted to \$2,000 and in 1913 to \$4,100. At present there is a lull in building operations, and the future demand is uncertain. The demand for building papers other than roofing is limited.

[A list of architects, importers, and others in Tripoli who might be interested in roofing and similar materials may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 46943.]

RECENT AMERICAN TRADE STATISTICS.

The value of the imports, duties collected, and exports, for the week ending August 21, 1915, at the thirteen principal customs districts of the United States, handling 92 per cent of total imports and exports, based on transactions in June, 1915, follows:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$27,610	\$103	\$233,692
Massachusetts (Boston).....	4,229,656	208,173	3,599,495
New York.....	19,310,299	2,755,218	29,584,547
Philadelphia.....	1,566,433	218,956	1,456,414
Maryland (Baltimore).....	551,766	20,493	2,084,869
Virginia (Norfolk).....	115,002	2,913	1,602,007
New Orleans.....	1,453,435	18,843	3,606,112
Galveston.....	1,357	290	250,740
San Francisco.....	1,643,960	11,466	1,603,842
Washington (Seattle).....	2,119,603	39,742	1,638,835
Buffalo.....	306,943	6,265	1,336,076
Chicago.....	405,184	89,471	1,114,227
Michigan (Detroit).....	457,907	30,001	2,652,579
Total.....	32,198,560	3,401,934	50,823,835

The cotton exported during the week ending August 21, 1915, at the twelve principal customs districts of the United States was as follows:

Districts.	Bales.	Districts.	Bales.
Georgia.....		Virginia.....	
Massachusetts.....	234	Galveston.....	
Maryland.....	1,102	New Orleans.....	14,819
New York.....	6,452	San Francisco.....	750
North Carolina.....		Washington.....	2,161
Philadelphia.....		Total.....	25,518
South Carolina.....			

JAPANESE POINTS TO AMERICAN OPPORTUNITY.

[Chargé d'Affaires Post Wheeler, American Embassy, Tokyo, July 23.]

The growth of trade between Japan and the United States is declared to have been almost phenomenal in an article on "Japan as a market for American goods," by Minoru Oka, Chief of the Bureau of Commerce and Industry, Department of Agriculture and Commerce, at Tokyo, published in the Japan Magazine. "Though trade with America is now quite prosperous," says the writer, "it is nothing to what it might be, since there are a great many things made in America which Japan needs and is not now importing to any appreciable extent; and in the same way there are a great many goods which Japan can supply to the United States. Already America gives us cotton in return for silk, but there are many other characteristic products that could be exchanged with equal facility and profit and which would help to bind the two nations more economically together. Then the Pacific would be true to its name. With the opening of the Panama Canal, the pride of America at the dawn of the twentieth century, relations between the two countries must take a new turn, and there is no doubt that commerce and trade will have much to do with their mutual destiny."

Practical Knowledge Gained in United States.

The Japanese official says of the general relations of the two countries:

We are much indebted to America in many ways for her kind guidance in assisting us toward the achievement of a new Japan, for which we shall always be truly grateful. It was America that first awakened Japan from the dream of her feudal age and caused a national consciousness to overflow in the breasts of her people. Since then Japan has sent a great many of her sons and daughters to become acquainted with American science and culture, and these on returning home have become prominent as leaders in politics, education, religion, and productive industry, helping to create the new Japan. The effect of the practical knowledge which these students introduced into our civilization has caused no less than a revolution, especially in our industrial organization and economic expansion.

The writer says that Japan's biggest demand continues to be for raw cotton; that the country is every year coming to occupy a more and more important position as the supplier of cotton yarn and cotton goods to the Orient and the south seas, and her cotton spinning industries have developed at a marvelous rate. "As the demand for fine yarn is increasing, there is no doubt that the import of American cotton will also increase. This will be further benefited by the cheaper freight rates brought about by the opening of the Panama Canal."

Petroleum is mentioned as the second most important product received from the United States, although its future is held to be in doubt because of the increasing use of electricity and the rich oil wells of Japan. Wheat and flour are given high position, and it is stated that the flour mills of Japan have found out the superiority of American wheat for dryness and uniform quality. "Those who can afford it," he says, "prefer bread made from American wheat, as it is rich in gluten and rises well."

Room for Vast Import of Iron Manufactures.

A statement that there is room for a vast import in iron and iron manufactures from the United States to Japan is followed by this review of the important items:

The most important now in demand are iron pipes, rails, bars, angle iron, and nails. The constant increase in the use of gas in Japan causes a big demand for piping. American pipe is liked because it is more malleable than that from other countries.

Our total imports of rails reach a value of some \$1,992,000 a year, about half of which come from the United States, and more would come if the American rail were not higher in price than the German; yet the former has the advantage in strength and weight and is very suitable for electric railways. German light rails are usually below 30 pounds to the foot, while American are from 30 to 120; consequently the German rails are used mostly for Japanese light railways. The growing industry in electric railway enterprise in Japan promises to make the demand for rails continue.

In various kinds of machinery there is room for further imports. Among the more important of such machines are electric generators and motors, sewing machines, and lathes. Agricultural implements, gas meters, cranes, pumps, steam boiler and turbine engines, and paper-making machinery are also imported. In locomotives and railway carriages the development of facilities of communication will enhance the future demand.

In paraffin, leaf tobacco, raw rubber, salted salmon and trout, aluminum, zinc, mineral oils, pulp, resin, printing paper, acetate of lime, watches, and bicycles there is a considerable importation from the United States, and in future an increase is probable. Other articles of promise are carbolic acid, soda, formalin, other chemicals, gold and silver solution, hops, pulp, dyes, paints, woolen goods, papers, soaps, perfumes, etc.

ELECTROLYSIS MITIGATION IN SPRINGFIELD, OHIO.

A forthcoming publication on electrolysis mitigation in Springfield, Ohio, is one of a series of technologic papers issued by the Bureau of Standards on this subject. The aim is to reduce the great damage done to city water and gas mains, underground telegraph and telephone cables, etc., by stray currents from electric railway lines. It is shown how, by the use of a specially designed copper cable system, improved rail bonding, and suitable cross connection between different railway lines, the leakage currents in these underground structures were reduced so that the damage by stray currents is now practically negligible.

The report also contains recommendations that should be followed in the future, both by the railway companies and by the city authorities, to maintain these satisfactory conditions. It is the aim of the bureau that this definite and detailed report upon the problem of electrolysis mitigation in Springfield will be of service to other American municipalities that have to deal with similar problems, which in their early stages need careful engineering investigation rather than ill-considered legislation for their solution. The paper was prepared by Messrs. McCollum and Ahlborn.

"The Crops of India" constitute a large section of the new Handbook on that Empire. Irrigation methods and the introduction of American farm machinery are liberally treated. The book contains 640 pages, with folder map, and may be had for \$1 from the Superintendent of Documents, Washington, D. C.

ROUND-THE-WORLD SERVICE FROM HONGKONG.

[Consul General George E. Anderson, Hongkong, July 8.]

During the war in Europe and also pending the readjustment of shipping services generally as a result of the war, there is considerable uncertainty as to the development of round-the-world services from Hongkong to the United States via the Panama Canal. Most of the lines now serving the east coast of the United States from Hongkong dispatch ships by both routes, but the ships usually return by the same route, and in any event the services are not stated or regular. The Nippon Yusen Kaisha, however, has announced a "round-the-world" service of cargo ships of about 13,000 tons' capacity and including such vessels as the *Toyama Maru*. These boats are dispatched once a month from Japan to Europe by way of Hongkong, proceeding from Europe to New York to load for Japan and Hongkong for return by the Panama Canal. This service seems to be all that is looked for at present. It was anticipated that the Japanese Government would make an appropriation for a subsidy for a direct service from the Far East to the eastern coast of the United States and possibly to Gulf ports via Panama. The bill passed the lower house, but the turn of affairs later prevented its passage and the adoption of this policy by the Japanese Government. The service of ships now inaugurated seems to be all that can be expected from this port at present.

Further extensions and improvements in services of Japanese ships are also announced. The Osaka Shosen Kaisha has launched the *Hawaii Maru* and the *Manila Maru*, two ships with a displacement of 18,000 tons each, a speed of 16 knots, and with refrigerating space for 500 tons of cargo, which are to go into trans-Pacific service as soon as possible. The first trip of the *Hawaii Maru* is announced for August 6 from Hongkong and that of the *Manila Maru* for October 12 from this port.

SHORTAGE OF AGRICULTURAL MACHINES IN RUSSIA.

[Commercial Attaché Henry D. Baker, Petrograd, July 24.]

The Society of Russian Manufacturers of Agricultural Machines and Implements, at its monthly meeting at Moscow in July, discussed the great difficulty that is being met with in Russia and Siberia in transporting agricultural machines and implements. The society decided to ask the Russian Government to allow agricultural machines and implements precedence over all other classes of private goods, and to give such freight the same privileges of speedy transport as are enjoyed by perishable goods. It appears that on certain lines in south Russia such a concession has already been granted.

It is announced that an exhibition is to be held at Moscow in the middle of September by the Chief Administration of Agricultural Construction and Agriculture, together with the Moscow Agricultural Society, to give Russian manufacturers of agricultural machines and implements opportunity to show that they can replace the machines and implements from other countries, imports of which have been interrupted.

OPERATIONS OF RUSSIAN RAILWAYS.

[Consul General John H. Snodgrass, Moscow, July 8.]

The war did not cause any reduction in the gross profits of the most important railway companies of Russia. On the contrary, their gross income showed a material increase, except in the case of the Vladikavkaz Railway. The decrease in the income of the latter was due to special reasons which were unconnected with the trade returns of the country. The increase in the gross income of the other private railway companies deserves special attention, as during recent years the income of these railways has depended to a great extent upon the exportation of Russian grain abroad, which was entirely discontinued during the latter part of 1914.

The following table shows the gross and net income of the most important private railroads of Russia in the last three years:

Railroads.	Gross income.			Net income.		
	1912	1913	1914	1912	1913	1914
Moscow-Kazan	\$19,018,950	\$20,625,750	\$22,407,650	\$8,394,500	\$9,450,250	\$8,224,550
Vladikavkaz	30,101,750	35,174,500	32,125,700	13,946,200	17,046,500	12,457,850
Moscow-Windau-Rybinsk	15,923,350	17,412,150	18,287,650	8,431,150	8,894,050	8,986,750
Northern Donets	7,091,550	8,250,300	10,119,750	4,063,350	5,005,800	6,169,700
Southeastern	29,391,050	32,094,800	32,846,700	13,100,750	14,538,450	13,462,100

A CANADIAN DEPARTURE IN BANKING.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Aug. 18.]

One of the strongest chartered banks in the Dominion, having 370 branches, 138 of which are located in the Provinces of Alberta, Saskatchewan, and Manitoba, has inaugurated a publicity campaign, calling the attention of manufacturers and importers to a new departure in addition to their regular banking business. The following is a copy of a recent advertisement:

EXTENSION OF CANADIAN TRADE.

The bank will make inquiries into the possibilities and requirements of markets abroad for exporters and importers who desire to extend their trade with British colonies or possessions. Owing to the large number of its correspondents and agents it has unusual facilities for this work.

Inasmuch as this bank has several branches in British colonial possessions an effort will doubtless be made toward the extension of Canadian trade in these localities, as well as throughout Canada.

A report has been made by the directors of the Swedish State Railways in relation to a plan recently framed by a commission for the reorganization of the system. The changes proposed relate chiefly to the qualifications and grading of the employees in the various branches of the railway service. A synopsis of the report has been transmitted by Chargé d'Affaires Jefferson Caffery, of the American legation at Stockholm, and may be had by application to the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 64163.

BRAZIL'S FOREIGN TRADE FOR THREE MONTHS.

[Consul General A. L. M. Gottschalk, Rio de Janeiro, Brazil, June 8.]

Figures of the exports and imports of Brazil for the first three months of 1915 show that while the balance of trade for the first three months of 1914 was in favor of Brazil by \$17,082,518 the balance for the same period in 1915 was in Brazil's favor by \$39,019,350.

Under the strain of the financial depression, which has now lasted well over a year, the country has suffered considerable abatement in its purchasing power. To this day, I am reliably informed, the market is still living in many articles upon the stocks accumulated during the period of overpurchasing in 1912 and 1913. Diagnosis of this peculiar condition of overpurchasing in 1912 and 1913 is difficult. Precise data are wanting, but most of the items in the overstocking seem to have been German goods.

General Decrease of Imports From All Countries.

The general decrease in Brazil's imports from all foreign countries amounted in value to \$31,726,651. The imports of 1914 were \$59,972,695, and those of 1915, \$28,246,044.

In view of the drop of more than 50 per cent, the decrease in the value of goods imported from the United States during that period—\$8,230,663 in the 1914 quarter and \$7,064,773 in 1915, a decrease of \$1,165,890—is not so bad a showing. It is something like 13 per cent only, as contrasted with Brazil's decrease of about 50 per cent in purchasing power. The showing of the United States is better than that of any of the countries except Holland, British India, and Mexico.

Exports to Some Countries Greatly Increase.

In the export statistics of Brazil for the first three months of 1915 Denmark jumps from \$117,102 to \$2,024,729; Holland from \$4,218,775 to \$6,886,364; Norway from \$112,384 to \$677,138; Sweden from \$642,213 to \$4,624,114; and Italy from \$770,273 to \$1,937,204. Imports into Brazil for the three-months periods of 1914 and 1915, with figures from official Brazilian customs statistics, converted into United States currency equivalents at \$0.546 to the (gold) milreis, were:

Countries of origin.	1914	1915	Countries of origin.	1914	1915
Germany.....	\$11,529,523	\$1,059,370	Norway.....	\$937,177	\$767,449
Argentina.....	5,776,835	4,875,416	Paraguay.....	36,506	71,407
Austria-Hungary.....	838,118	78,471	Portugal.....	2,572,683	1,441,103
Belgium.....	2,094,590	32,162	Canada.....	397,474	255,236
Chile.....	86,962	66	India.....	406,993	508,445
China.....	53,661	30,961	Newfoundland.....	1,536,300	618,610
Cuba.....	10,276	1,172	Russia.....	28,639	1,970
Denmark.....	141,977	92,874	Sweden.....	335,482	279,044
United States.....	8,230,663	7,064,773	Switzerland.....	638,949	218,762
France.....	5,766,679	1,335,561	Turkey in Asia.....	22,312	336
United Kingdom.....	14,099,578	6,553,973	Turkey in Europe.....	26,910	10,993
Spain.....	562,507	251,144	Uruguay.....	917,855	643,221
Netherlands.....	351,926	312,999	Other countries.....	177,275	124,105
Italy.....	2,300,187	1,624,744			
Japan.....	20,853	8,155			
Mexico.....	79,807	83,304			
			Total.....	59,972,695	28,246,044

The exports from Brazil for the first three months of 1914 and 1915, with figures from official Brazilian customs statistics con-

verted into United States currency equivalents at \$0.3236 for 1914 and \$0.2592 for 1915 to 1 Brazilian (paper) milreis, the custom-house's "average exchange" for the respective trimonthly periods, were:

Countries of destination.	1914	1915	Countries of destination.	1914	1915
Germany.....	\$10,363,594	\$103	Paraguay.....	\$21,096	\$9
Argentina.....	2,500,922	2,621,157	Peru.....	2,059	1,085
Austria-Hungary.....	2,265,642		British ports (to order).....	173,657	157,660
Belgium.....	1,684,280		Portugal.....	675,348	868,534
Chile.....	197,535	112,497	British possessions.....	541,462	850,150
Denmark.....	117,102	2,024,729	French possessions.....	250,613	206,179
Egypt.....	196,696	492,943	Portuguese possessions.....	8,217	56,642
United States.....	28,491,916	27,812,854	Roumania.....	43,588	
France.....	7,968,151	7,863,062	Russia.....	23,099	
United Kingdom.....	13,741,511	7,723,114	Sweden.....	642,213	4,624,114
Greece.....	8,325	856,997	Turkey in Asia.....	121,135	13,853
Spain.....	356,902	521,128	Turkey in Europe.....	132,627	
Netherlands.....	4,218,775	6,886,364	Uruguay.....	1,378,883	974,927
Canary Islands.....	26,560	19,629	Other countries.....	15,837	53,027
Italy.....	770,273	1,937,204			
Morocco.....	9,811	8,295	Total.....	77,065,213	67,365,394
Norway.....	112,384	677,138			

Some of the changes revealed by the comparative figures for these corresponding periods in two successive years are based upon the conditions brought about by the European war. Some of the countries which have increased their totals furnish cargoes to other countries which record smaller figures in their direct trade with Brazil.

AUSTRALIA IMPORTS AMERICAN BUTTER.

As pointed out in *COMMERCE REPORTS* for July 10, 1915, Australia is experiencing a marked scarcity of butter. It has been forced to become an importer instead of an exporter of this article. As is the case with other necessities, prices are fixed during the war by the governments of the several Australian States. The steamer *Colusa* reached Sydney July 19 from San Francisco, having on board 1,000 cases of American butter consigned to the New South Wales government. It was expected that the marketing of this shipment would be accompanied by a proclamation increasing the price by 3d. (\$0.06) per pound.

About a week later a second shipment of American butter came on the *Ventura*, this also consisting of 1,000 cases. The butter was graded into seven sections. It was declared to be of excellent quality. These consignments were distributed by the State government, acting on the advice of the butter board. Of the 1,000 cases received on the *Ventura* the attorney general reserved 150 for hospitals and various charitable institutions.

Local butter was practically unobtainable at that time, and the shortage is a matter of serious concern to the Australian people. Quotations at Sydney on July 28 were: Wholesale, where new boxes are used—First grade, \$45.41 per hundredweight (hundredweight=112 pounds); second grade, \$44.20; third grade, \$42.98; these prices to include \$0.36 charge for boxes and the usual cartage charge, not exceeding \$0.12 per hundredweight. Where new boxes are not used—First grade, \$45.05 per hundredweight; second grade, \$43.83; third grade, \$42.62; including boxes and cartage charge. Retail prices were \$0.04 in addition to the wholesale prices.

AMERICAN TRADE IN COPPER.

The imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan during the week ended August 14, 1915, follow:

IMPORTS.

Countries.	Ore, matte and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	<i>Pounds.</i>		<i>Pounds.</i>	
England.....	49,778	\$5,623		
Canada.....	109,946	13,866	1,879,053	\$328,566
Panama.....			350	58
Salvador.....			2,018	202
Newfoundland.....	150,000	21,168		
Cuba.....	1,413,365	168,210		
Brazil.....			1,102,000	187,340
Chile.....			168,300	30,294
Peru.....	39,650	3,310	2,332,211	262,840
Total.....	1,762,739	212,177	5,483,932	809,330

DOMESTIC EXPORTS.

Countries.	Pigs, ingots, bars, plates, and old, etc.		Countries.	Pigs, ingots, bars, plates, and old, etc.	
	<i>Pounds.</i>			<i>Pounds.</i>	
Denmark.....	1,008,524	\$178,738	Cuba.....	1,393	\$259
France.....	3,199,047	604,212	Brazil.....	7,906	1,479
Italy.....	1,390,429	238,009	Chile.....	2,007	424
Russia in Europe.....	3,607,945	758,080	Colombia.....	3,840	901
Spain.....	120,011	13,130	Peru.....	1,950	473
England.....	2,574,752	474,119	Russia in Asia.....	1,792,392	292,084
Canada.....	1,002	238	Australia.....	121,263	23,593
Central America.....	2,313	476			
Mexico.....	2,244	399	Total.....	13,927,812	2,586,788
Newfoundland.....	754	174			

SILKWORM CULTURE IN CALIFORNIA.

[From the San Francisco Chronicle for Aug. 8.]

Agriculturists of Yuba County are beginning to experiment quite extensively with the culture of silk, acting on advice received from experts that it can be made a success in this part of the State. It is said the climate here is particularly well adapted to the growth of the mulberry tree and the development of the silkworm.

It is predicted here that there will be a rush to plant mulberry trees in this section next year as a result of the success that has crowned the efforts of local ranchers at silk culture. The eggs which are being used here were imported for the most part from Italy, and the worms obtained from them are said to be doing remarkably well.

The mulberry tree has been grown extensively throughout this section for many years and it has made possible the present experiments. In the past the industry has not been developed here because few understood the method by which it is conducted.

[The activities of a woman's silk-culture society of Napa County, Cal., were mentioned in Daily Consular and Trade Reports for May 4, 1914.]

AUSTRALIANS ADOPT USE OF POWER SPRAYING OUTFITS.

Commercial houses in New South Wales have added spraying machinery to their stocks, following the increased interest in that section in more effective methods of destroying orchard pests than have been employed in the past. The Sydney Morning Herald says that some very fine classes of outfits have been introduced to meet the demand created by the increasing knowledge of fruit pests and the necessity for their successful treatment. In the Paterson section of that colony it states that spraying is done regularly on most of the working orchards. The recommendation is made that every fruit grower with an orchard of any size should have a power spraying outfit, on the ground that it does the work more efficiently and more economically.

Australians have been giving attention to the efficiency of various classes of these sprays, recognizing that in destroying certain pests high-pressure spraying is necessary. Requirements dependent also upon the size of the orchard have been considered. For the man with the small orchard which will require not more than 4,000 or 5,000 gallons of mixture to make a single application, it is estimated that machines having a capacity of $3\frac{1}{2}$ to $4\frac{1}{2}$ gallons per minute will be adequate, but for orchards requiring up to 7,000 to 10,000 gallons of mixture for making a single application a capacity of $6\frac{1}{2}$ to 7 gallons per minute has been recommended. For very large orchards the capacity needed is estimated at 10 gallons per minute.

In addition to the ordinary methods of fighting pests, one of the leading orchardists near Paterson has also fumigated his trees. Although this is described as the most efficacious method, fumigation is difficult with large trees.

Many young apple growers in New South Wales are now getting their first returns. Several this season netted up to \$146 from an acre of 6-year-old trees, planted 25 feet apart, making 75 trees to the acre.

WHEAT HARVEST IN AUSTRALIA.

[Sydney Morning Herald, July 26.]

The State attorney general says that if the anticipations of a bumper crop are realized it is not the intention of the Government compulsorily to acquire the wheat next season.

"It is known, of course," said Mr. Hall, "that the Government guaranteed 4s. (\$0.973) per bushel for wheat grown on new land, and the cabinet is now considering what methods shall be adopted to enable this wheat to be sold without a loss to the State. Already farmers are asking that the Government should handle portion of the crop of which 4s. was not guaranteed in addition to that grown on new land. This matter is receiving consideration.

"It is rather a striking fact that wheat in the State is coming forward very freely now. I am informed by the Wheat Acquisition Board that this is due to the fact farmers are realizing that it is likely wheat will be worth less than 4s. next year and are hurrying their grain into the market before prices drop."

SCARCITY OF BINDER TWINE IN RUSSIA.

[Commercial Attaché Henry D. Baker, Petrograd, July 22.]

The existing serious shortage of binder twine in Russia has shown the great dependence of Russia upon the United States for both the binders and the twine desirable for the more profitable and convenient harvesting of its enormous crops. The ordinary exports of twine from the United States to Russia did not materialize this year, partly, perhaps, because American manufacturers, on account of having difficulty in obtaining raw material from Mexico, may have had about all they could do to provide for the American demand. Moreover, they were disinclined to export to Russia owing to the abnormal conditions of Russian exchange, making it practically impossible to remit to the United States without loss, and also owing to transportation difficulties.

Special Shipment from United States.

Several months ago the Russian Government, appreciating the heavy losses that might result to the agriculturists of the Empire through shortage of twine with which to harvest the growing crop, requested one leading American company to see that sufficient twine was brought into the country to supply all reasonable needs. When explanation was made of the difficulties of bringing in American twine, the Government agreed to purchase from this company over \$1,000,000 worth of twine to be shipped early in July from New York via Archangel, payment being made in New York, and transportation being specially arranged by the Russian Government itself. It is feared, however, that this twine will arrive too late to assist the harvesting in any but the most northerly districts of Russia and Siberia. The great wheat regions of South Russia this year will probably have not enough twine for binding more than half of the crop usually gathered by binders. This will probably cause a specially large demand for reapers and the Russian-made lobogreika (a reaper worked by two men), which harvest the grain without binding. The inability to bind the grain may cause much waste, partly because much grain may be lost through delay in getting it under shelter, and partly because of losses in handling unbound grain.

Terms—Russian Manufacture—Sources of Imports.

Binder twine for use in Russia should be always on hand by May 1, when deliveries should begin. The usual method of paying for twine, by both dealers and consumers, is 20 per cent cash on delivery and 80 per cent between September 1 and November 1, usually in two equal payments. It is useless to expect cash for the full amount on delivery, even from the largest and wealthiest dealers.

Attempts made by various Russian manufacturers of string, twine, rope, etc., to make a twine for binders met with little success, and comparatively little binder twine of Russian manufacture has been sold. The chief faults found with the Russian-made binder twine is that it is not even enough, containing too many lumps at irregular intervals, and that it is not sufficiently flexible.

The greater part of the binder twine sold on the Russian market is manufactured in the United States. England sends fairly large

quantities. The trade is almost exclusively in the hands of these two countries. This year, however, small supplies have been received from Sweden also.

Buying Binders and Twine from Same Firm.

In selling binder twine in Russia and Siberia, a great advantage rests with manufacturers who make not only binders but twine, as the dealers, especially the smaller ones, find it more convenient to buy the binders and the twine from the same firm. Such manufacturers of binders in America and other countries as do not make twine usually buy it from manufacturers, and sell both articles to the Russian dealers. Owing to the fact, however, that such binder manufacturers usually desire to make a comparatively large margin of profit on the sale of twine of their own or other make, a number of the larger Russian dealers, especially those doing business with manufacturers of binders who do not make twine, prefer to buy their twine direct from twine manufacturers. Such dealers have hitherto placed their orders usually with English manufacturers, first, because the latter have sent their traveling representatives to Russia, and secondly, because they have shown much more inclination than their American competitors to give the required credit.

Imports—Conditions of Russian Manufacture.

At a meeting held in Petrograd in June of the Chief Administration of Agricultural Construction and Agriculture, together with representatives of Russian manufacturers of agricultural machinery and the zemstvos, the question of binder twine was discussed. It was mentioned that of late years the imports of binder twine have been as follows: 1911, 21,000,000 pounds; 1912, 25,000,000 pounds; 1913, 10,800,000 pounds; 1914, 30,000,000 pounds. The drop in 1913 was due to the fact that in some of the districts where many binders were used the 1912 crops were poor, so that large stocks of twine were left on hand. Siberia also had a poor harvest, and there also much twine was left over.

It was explained that any Russian manufacturer who had hitherto made binder twine had been compelled to import raw materials from abroad, such as Manila or New Zealand hemp and Mexican sisal, and had therefore been unable to compete on favorable terms with foreign manufacturers. Three manufacturers of binder twine in south Russia closed down in 1913, leaving only a factory in Odessa engaged in the manufacture of binder twine. In view of the difficulties experienced now in obtaining manila, a few factories have been experimenting in making binder twine from Russian hemp, but only small quantities have been produced, and those mainly by handwork (kustarny) in the Penza, Simbirsk, and Tomsk Provinces.

In discussing methods to be adopted for overcoming the danger of shortage of binder twine, it was explained that a number of private firms dealing in twine had recently given orders for a total of 20,000,000 pounds, and would have ordered more could they have been guaranteed timely delivery in the interior via Vladivostok or Archangel.

It was also stated that the Department of Agriculture had made a grant for experimenting in making twine from Russian hemp, for teaching workmen for factory production, and peasants for kustarny,

or hand production. The experiments have shown that excellent binder twine suitable for binders can be obtained from Russian hemp, but only on condition that it is made of the very best material and that strict attention is paid to the necessary thickness, evenness, etc.

[The subject of binder twine in Russia was discussed in **COMMERCE REPORTS** for June 24 (in connection with Russian wheat-crop prospects), July 24, and Aug. 20, 1915.]

NEW ORLEANS-SOUTH AMERICAN STEAMSHIP SERVICE.

[Commercial Agent E. E. Judd, New Orleans, La., Aug. 21.]

The Caribbean & Southern Steamship Co. (Inc.) announced this week the establishment of a regular steamship service from New Orleans to Brazil and the Argentine. The first sailing will be that of the *Peter H. Crowell*, which is scheduled to leave this port August 30.

This service opens up a new market for New Orleans and vicinity, for heretofore all freight from this port to Brazil has had to go via New York. New Orleans rivals New York as a coffee-importing port, but has been on the triangular route system, vessels carrying cotton or other cargo from here to Europe and taking manufactured goods thence to Brazil. Only a few weeks ago an inquiry for cypress forwarded by one of the bureau's special agents from Brazil could not be utilized here because of lack of steamship connections. At present several inquiries from Brazil for box shooks are directly affected by this announcement.

The Caribbean & Southern Steamship Co. is an outgrowth of the Seeberg Line, reorganized and with increased capital. The Seeberg Line has been operating a Caribbean service out of Mobile and New Orleans, with headquarters in Mobile. It is understood that New Orleans will be the home port of the new company.

SCARCITY OF PAPER IN SIBERIA.

[Consul General John H. Snodgrass, Moscow, Russia, July 8.]

All of the Siberian newspapers, 50 in number, are suffering from the great scarcity of paper felt in Siberia since the beginning of the war. Beyond Lake Baikal some papers had to be discontinued for lack of paper; others were issued on colored paper. The prices of paper used for newspapers (most of which is supplied by Finland) at the beginning of the war increased by 20 per cent; in April a further rise of 30 per cent took place, while in May the printing offices received the intimation that the prices were subject to a further increase of 40 per cent. Under such conditions, notwithstanding the fact that the number of copies sold daily has doubled in comparison with the preceding year, most of the papers have great difficulty in making both ends meet. All printing offices are awaiting with impatience the opening of the paper factory at Tomsk, the first paper mill in Siberia.

The investment of capital in the paper industry in Siberia promises large profits.

CONSTRUCTION WORK ABROAD.**AUSTRALIA.**

[Sydney Morning Herald, July 24; supplementing article in *COMMERCE REPORTS* for Aug. 21, 1915.]

Rapid Progress of the Wheat-Elevator Plan.

Mr. Grahame, Minister for Agriculture, who was accompanied by Mr. Ashford, Minister for Lands, Mr. Valder, Director of Agriculture, and Mr. Adams, of the Harbor Trust, visited Glebe Island yesterday morning to inspect a site where it is proposed to erect a terminal grain elevator. If erected, this would be part of a huge scheme of wheat handling, which is at present before the Public Works Committee, and which is estimated to entail an expenditure of \$11,000,000. The idea is to build silos in the wheat-growing districts and a terminal elevator at Newcastle and at Sydney, the former to cost \$375,000 and the latter \$875,000, and also to have a proportion of the existing railway rolling stock converted so that the grain could be carried in bulk. It is intended that the country silos should be in charge of the Department of Agriculture, where the wheat would be graded, owners being allowed monetary advances on their consignments. When the grain was put in the railway trucks it would then pass into the control of the Railway Department, where it would be dispatched to either the Newcastle or Sydney terminal elevators, after which it would be put on board the vessels for export. It is estimated that the whole of the cost to the grower from the time the wheat is put into the country silo until it is in the vessel's hold will be less than the cost of the bags which are used at present.

A conference will shortly be held between representatives of the Harbor Trust, the Railway Commissioners, and the Department of Agriculture to decide as to the location of the terminal sites, and also the preparation of plans.

Mr. Grahame said that if the Public Works Committee agree to the carrying out of the scheme he hoped to have the work well in hand early next year. About 10 months would be required for the erection of the elevators.

CHILE.

[Consul Thomas W. Voetter, Antofagasta, July 21.]

Railroad Construction in Northern Chile.

The Longitudinal Railway has been completed and placed in operation as far north as the station of Pintados. The construction of the connecting line to join the main line to an ocean port at Iquique was started, but work has been stopped on account of exhaustion of funds appropriated for that purpose. In order that work may continue it is now proposed by the Government to expend the sum of \$881,000 Chilean paper currency (\$133,960 United States currency) during the coming year. Of this sum 681,000 pesos is to be withdrawn from appropriations made for other public works which are now deemed of lesser importance than this railway, and the remaining 200,000 pesos is to come from available funds remaining from the loan made on account of the Arica-La Paz Railway. The completion of this line to Iquique will open up for development some nitrate land and other mineral deposits.

It has been decided to postpone the construction of the railway line which was to connect the Longitudinal Railway with the ports

of Antofagasta and Mejillones. This branch, which was to start from the main line at Baquedano Station, will probably be built when the financial condition improves.

From Uyuni, Bolivia, a station on the Antofagasta to Bolivia Railroad, a line has been under construction in a southeasterly direction towards the Bolivian city of Tupiza. The present northern terminus of Argentine railways is at La Quiaca, a point on the frontier directly south of Tupiza. The completion of the line from Uyuni to Tupiza and the construction of a line between Tupiza and La Quiaca will provide a through rail route from the Atlantic Ocean to the Pacific. Newspaper reports state that the Bolivian Government has made arrangements with a French house for the construction of the line between Tupiza and La Quiaca.

Quick Passage Across the Andes.

The time for passage over these roads when completed will not exceed four days between Antofagasta and Buenos Aires, and it is stated that this more northern route across the Andes will have some advantages over the one now existing via Mendoza in that it will not be subject to interruption of traffic by snowstorms in the winter months.

Another project for a railroad connecting the northern part of Chile with the Argentine Republic is that of a line connecting Antofagasta or Mejillones with the city of Salta, in northern Argentina. It is believed that there would be sufficient traffic to justify such a line, and it is a fact that this project has been fought consistently by the agricultural interests in the south of Chile, who have feared that the source of supply of articles consumed in northern Chile would be transferred to the Argentine Republic. It is stated that the cost of construction of this line would not be prohibitive and that it also would not be subject to snow blockades in winter. The completion of either of these through routes will place the Pacific coast of the United States in good communication with Argentina.

PHILIPPINES.

[Manila Daily Bulletin, July 13.]

Boom in Building Projects Sets In.

Designs for a number of important building projects for Manila which were in various stages of completeness when the European war started and have since been awaiting the effect that the war and other disturbing conditions would have on local finances are about to materialize. An interview by a representative of this paper with a local architect yesterday brought forth the following statement:

Although conditions in the building business in the way of prosperity are not all that could be desired there is a strong and steady increase in the demand for the architect's services. The projected work which has been held up for the past two years is gradually receiving the attention of the owners, and plans are being taken from their files and being discussed.

A number of important edifices were projected for Calle Dasmariñas which have been left in the air as it were, due to the government shutting down on carrying through its project. The reason was lack of funds.

Regardless of this, and with no encouraging assurance that the city will give this new Escolta its attention soon, one enterprising European firm is having designed two modern concrete steel business buildings, three stories high, each equipped with electric elevators and all modern conveniences. One will be occupied by the owner and the other will be rented to other parties.

Another important piece of construction work which will restore confidence to the business public is a project to build a coconut-oil mill with local capital. The preliminary work in organization has been completed and negotiations have been entered into with the owners of a tract of land situated on the Pasig River near the railroad. As soon as a deal has been consummated for a site the work on plans will be rushed to completion. Native capital is playing an important part in this new enterprise.

Other projected construction work which is now definitely moving along is warehouses for American manufacturers of lubricating oils, a half-million peso (\$250,000) casino, recreation park and seaside resort, and many other buildings of a more or less important character.

The indications are that the last few months of improving conditions in local business have taken the shape of a steady and permanent nature.

Loans for Public Works Increase.

The program of provincial and municipal public works for the fiscal year of 1915 is steadily growing larger, the total of insular loans to towns and Provinces toward the cost of these projects made during the months of April, May, and June being no less than \$254,128, of which \$61,000 is to be expended in the construction of public-market buildings.

The biggest project in which the insular government has taken an interest, however, is the proposed waterworks for the municipality of Zamboanga. Already a loan of \$52,500 has been made for this purpose, and it is understood that a further loan of \$35,000 is to follow when the money is needed.

As announced at the executive bureau early in April, the market-construction program for the present year is very extensive. It is estimated that about \$400,000 will be spent for market buildings in various towns throughout the archipelago during 1915, and of this sum nearly \$350,000 will come from the insular government in the form of loans. Up to April 1, \$48,000 had been loaned for this purpose, and the half-year total is now \$109,000.

PROPOSED BANKING LEGISLATION IN SPAIN.

[Consul Robertson Honey, Madrid, July 31.]

Under the above title, COMMERCE REPORTS on February 18, 1915, published an article describing a project of the Spanish Minister of Finance to develop Spain's export trade and to assist its importations. The project, briefly, was to form a new bank under direction of the Bank of Spain, but participated in by as many banks and private bankers as cared to join; this new bank was to make loans and discounts against commercial paper, bills of lading, warehouse receipts, and the like. The project failed of acceptance within the time limit by the banks eligible to participate and no legislation resulted.

The idea, however, is being renewed in another form—the banks of Spain are to arrange themselves in groups according to geographical location, and an intending borrower with any of the above-named collateral will apply to the group of his district. The representative of the group will apply to the Bank of Spain for the funds necessary to make the loan and the Bank of Spain will advance the money in consideration of 75 per cent of the profit to the local group of banks. It is said that the project in this form is meeting with favor.

This is but one of the many steps being taken by Spain in the present movement to stimulate export trade.

FOREIGN TARIFFS.

CANADA.

[Customs Memorandum No. 1936-B, Aug. 7, 1915.]

Admission of Hay and Straw and Live Poultry.

A Canadian ministerial order of August 5, 1915, further amends the order of May 9, 1915, concerning the restricted admission of certain animal products from the United States. Hay and straw used in packing merchandise from the United States may be admitted if accompanied by an affidavit from the shipper or from an inspector of the Bureau of Animal Industry, stating that such hay or straw was harvested and stored in an area not under Federal quarantine or has been fumigated with formaldehyde. This requirement does not apply to shipments originating in States not now subject to quarantine regulations.

Live poultry may pass in transit through Canada from one United States point to another if accompanied by an affidavit that it is the product of a State not under Federal quarantine, after inspection as to sanitary conditions and freedom from hay, straw, and chaff. [For the original order and amendments see COMMERCE REPORTS for June 7, 1915, and Aug. 13, 1915.]

COSTA RICA.

[La Gaceta, July 24, 1915.]

Proposed Abolition of Certain Export Duties.

A bill has been presented and favorably reported to the Costa Rican Congress to abolish for a period of 20 years the export duty on cacao, rice, and crude rubber. A decree of July 31, 1914, declared exempt from export duty for 20 years all agricultural products except bananas, but the outbreak of the European war caused its operation to be suspended indefinitely. The object of the proposed law is to encourage the development and diversification of the agricultural industry, which has heretofore been confined largely to the raising of bananas.

ECUADOR.

[Consul General Frederic W. Goding, Guayaquil, July 16, 1915.]

Proposed New Customs Tariff.

A project for a new tariff is now being prepared by the Minister of Finance and is to be submitted to Congress next month. The main object of the new tariff is to simplify the collection of duty and the compilation of commercial statistics without introducing any changes that might seriously affect the revenue.

RUSSIA.

[American Consul Douglas Jenkins, Riga, July 12, 1915.]

Shipping Document Requirements.

The Russian customs regulations now require that merchandise entered from neutral countries be accompanied by certificates as to origin and manufacture from the customs authority and the Russian consular officer at the port of shipment in the neutral country. In the absence of such documents the rate of duty fixed for goods from enemy countries, which is practically prohibitive, will be assessed.

The chief of the customs at Riga has explained to this consulate that not only should there be a certificate from the customs authority at the port of shipment in the neutral country, but in addition there should be a similar certificate as to origin and manufacture of the goods from the nearest Russian consul.

With regard to goods shipped from an American port via Copenhagen or some other port, and there to be broken into small lots for shipment by parcel post to Russia, it is important that the certificates be sent forward in several copies, with invoices and other documents, so that the customs officers at the port of transshipment, as well as the Russian consular officer there, may have sufficient evidence upon which to issue additional certificates to the effect that the merchandise, though repacked, came direct from the United States, did not touch at an enemy port, and is actually of American origin and manufacture.

For example, if the goods are repacked in Copenhagen, there should be, in addition to the certificates already issued at the port of shipment in the United States, a certificate from the Copenhagen free port or customs authorities, and also a certificate from the Russian consul in Copenhagen; and in every case it is necessary that the Russian consul certify to the origin and country of manufacture of the goods.

As a number of American manufacturers, under the conditions prevailing at present, may find it advisable to send their goods intended for private purchasers in Russia via Copenhagen and have them repacked in that city and forwarded by post, it would appear important that shippers be informed as to the requirements on the part of the Russian customs authorities.

PRODUCTION OF ALUM IN AUSTRALIA.

[Consul Lucien N. Sullivan, Newcastle, New South Wales.]

The Myall River in the State of New South Wales debouches into the bay at Port Stephens, which is 35 miles north of Newcastle. Upon a recent trip up the river there was noticed on the wharf at a landing some 6 miles from Port Stephens a pile of what appeared to be lumps of marble. On investigation it was found, however, that the white stone was alunite, and there were about 60 tons of it in the pile. Vessels of moderate draft can proceed up the Myall River as far as the landing mentioned, but beyond that point freight can only be carried on barges.

Thirty miles north of Port Stephens is a small village called Bullahdelah, situated close to what is known as the Alum Mountain. This mountain is composed entirely of alunite, and it is the only known deposit in Australia.

The stone yields on an average 80 per cent of alum. According to the statistics for the Mining Industry of New South Wales, the output of alum from the years 1856 to 1908 was valued at \$450,000 and for 1908 to the end of 1913, \$190,000. Since the year 1908 about 1,200 tons of the rock have been taken out annually and shipped to England for treatment, where the alum is extracted much more cheaply than is possible here. The Australian Alum Co. (Ltd.) is the operating company, with head offices at 109 Pitt Street, Sydney, and the works are at Bullahdelah, New South Wales.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Iron and steel products, No. 18101.—A manufacturing firm in France writes an American consular officer that it desires to communicate with American manufacturers of rods of polished iron, rods of tinned iron, brass or iron ringbolts similar to the samples (refer to file No. 64574), which may be examined at the Bureau or its branch offices. Samples Nos. 1 and 2 are needed in series of different lengths to be about 13.12 feet and sample No. 3 must be the same or about the same as the sample. If prices, etc., prove satisfactory, large orders will be placed. Samples should be submitted.

Dental and surgical instruments, watches, paper, etc., No. 18102.—An American consular officer in Russia writes that a commission agent in his district desires to correspond with American manufacturers of dental and surgical instruments and supplies; watches; and drawing, toilet, writing, and printing paper. Catalogues, correspondence, etc., may be in English. Samples of paper should be supplied.

Handkerchiefs, sewing machines, etc., No. 18103.—A firm of traveling salesmen in France informs an American consular officer that it wishes to communicate directly with American manufacturers of linen goods, handkerchiefs, towels, down for pillows, sewing machines, cream separators, etc. Correspondence may be in English.

Shoes, No. 18104.—An American consular officer in Russia advises that an information bureau in his district desires to receive the names and addresses of American manufacturers of shoes for women. Prices should be quoted in Russian values.

Moving-picture films, No. 18105.—An established firm in southern France informs an American consular officer that it desires to establish commercial relations with American manufacturers and producers of moving-picture films. The firm desires to act on an agency basis. Correspondence may be in English, but is preferred in French or Italian.

Hardware, coal, etc., No. 18106.—A business man in North Africa informs an American consular officer that he wishes to receive catalogues, price lists, and full information from American manufacturers and exporters of boots and shoes of all kinds, steamer coal, flour, beer, lard, canned goods, cottonseed oil, hardware, etc. Correspondence may be in English.

Machinery, No. 18107.—A manufacturer of paper envelopes in France informs an American consular officer that he desires to receive the names and addresses of American manufacturers of machinery for making envelopes. Correspondence should be in French.

Coal, No. 18108.—A firm of commission agents in Brazil informs an American consular officer that it would be pleased to represent American manufacturers and exporters. One member of the firm has had considerable experience in the sale of coal and desires to make a specialty of this. Other lines are not specified. Correspondence may be in English.

Embossed cards, No. 18109.—An American consular officer in France reports that a business man in his district desires to represent American exporters of embossed cards.

Surgical appliances, etc., No. 18110.—A merchant in Argentina writes an American consular officer that he desires to receive catalogues, price lists, and full information relative to surgical instruments, artificial arms, crutches, elastic stockings, braces, bandages, etc. Correspondence and catalogues may be in English.

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NEW SWISS FOREIGN TRADE BUREAU.

Switzerland has recently taken up the problems connected with the development of its foreign trade and a bureau for the purpose of assisting Swiss merchants in finding markets for their goods and for assisting them in finding the proper sources of supplies for raw materials, semimanufactured and finished products, such as are not available in Switzerland. This bureau is anxious to cooperate in every way with American manufacturers and importers.

The bureau is named "Swiss Information Bureau for Purchasing and Marketing of Goods" and is located in Zurich. Its president is Mr. Alfred Frey, national councilor and president of the Swiss Chamber of Commerce. Its manager is Mr. Boos-Jegher, secretary general of the Swiss Exposition Bureau.

PORT CONDITION AT MARSEILLE.

[Cablegram from Consul General A. Gaulin, Marseille, France.]

The port congestion at Marseille is being gradually relieved. Only 3 ships are now in outer harbor and 22 in basins awaiting berths. It is expected that conditions will become normal in about six weeks. New warehouses, total capacity 80,000 tons, are just completed. A large number of carts and motor trucks also were recently sent here and are used for removal of goods from wharves.

ENGLISH FIRM SEEKS PHILIPPINE ORDERS.

[Manila Daily Bulletin, July 13.]

F. P. Rudder, managing director of George Fletcher & Co. (Ltd.), of Derby, England, manufacturers of sugar machinery, was an incoming passenger on the *Mongolia* last Friday. The company of which Mr. Rudder is a director installed the machinery in the big government centrals in Queensland, and he has come here to look into such projects as may develop in connection with the new Philippine sugar central bill passed by the last legislature.

RESISTANCE OF RADIOTELEGRAPHIC ANTENNÆ.

A suggested explanation of increase of resistance of radiotelegraphic antennæ which has been observed under certain conditions where the wave length is increased, has been offered by L. W. Austin in a paper on the subject issued by the Bureau of Standards.

The resistance of radiotelegraphic antenna may be divided into three parts—first, the ohmic resistance of the wires; second, the so-called radiation resistance; and third, the so-called earth resistance. The first is generally negligible where a sufficient number of wires in parallel is used. The second is derived from the expression for the radiated energy of an antenna, which is

$$E = 160 \pi^2 \frac{h^2}{\lambda^2} I_0^2$$

where h represents the height to the center of capacity of the antenna, λ the wave length, and I_0 the current measured at the base of the antenna. The expression

$$160 \pi^2 \frac{h^2}{\lambda^2}$$

is called the radiation resistance, as it takes the same position in the energy equation as that occupied by R in the case of ohmic losses. The expression shows that the radiation resistance falls rapidly as the wave length is increased.

Up to the present no satisfactory theory of ground resistance has been developed. The experimental curves of antenna resistance, on account of the decreasing radiation resistance, fall rapidly at first, as the wave length is increased, and then as the wave length is further increased remain nearly constant if the ground conditions are good, as in the case of a ship's antenna, or again rise nearly in a straight line if the ground conditions are poor. This rise may be very rapid in the case of peculiarly poor grounds. For instance, the resistance of the Bureau of Standards antenna rises from 13 ohms at 800 meters wave length to 38 ohms at 2,000 meters.

Great difficulty has been found in explaining this increase of resistance with increasing wave length, but it is believed that the antenna system must be looked upon as a condenser, the antenna itself being the upper plate and the ground water the lower plate. Between the ground water and the surface there is usually a layer of semiconducting material, which would correspond to a poor dielectric in the case of an ordinary condenser. It is well known that the dielectric losses in imperfect condensers generally increase in proportion to the wave length of the current employed in the measurement. It is found that by covering the surface of the ground under and around the antenna with a wire net, thus making the net the lower plate of the condenser, the ground losses nearly disappear.

Copies of this paper, "Resistance of Radiotelegraphic Antennæ," will be mailed on application to the Bureau of Standards, Washington, D. C.

FRUITS AND VEGETABLES FROM BRITISH COLUMBIA.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Canada, Aug. 19.]

The Canadian Pacific Railway has just issued a new tariff covering shipments of fruits and vegetables from British Columbia to points in Alberta, Saskatchewan, and Manitoba. The arrangement of this tariff has been under consideration for some time, and it is fortunate for both growers and consumers that the new rate has been made public in time to apply to the movement of this season's products.

The new tariff indicates some favorable rates and advantages to producers and consumers of these British Columbia products. There is provided for the first time through rates to stations on the Grand Trunk Pacific and Canadian Northern Railways, which will be a considerable advantage to the shippers in reaching markets on these lines.

A special feature of the tariff is the carload rates on apples in bulk, which are about 40 per cent lower than apples in boxes and barrels. In addition to the cost of the containers the shipper is also relieved of the cost of packing. It is estimated that winter apples may, under the new tariff, reach the consumer at a total cost of about 2½ cents per pound.

VACANT-LOT GARDENS IN TORONTO.

[Consul Julius D. Dreher, Toronto, Aug. 13.]

Through the efforts of the Rotary Club, of Toronto, 130 vacant city lots have been secured and turned over to needy families for the raising of vegetables. Members of the club, with the mayor of Toronto and members of the city council, made a tour of inspection of this work on August 12, when it was found that 96 families and 432 persons in all have already been benefited by this movement to have vacant city lots put to some good use. So much pleased were the mayor and councilmen with the results that it is likely that lots at the disposal of the municipal authorities will soon be used for growing vegetables for the poor of Toronto. Owing to the over-speculation in town lots and in laying out unnecessary additions to the city, Toronto has many acres of land within the corporate limits that could be profitably used to aid needy people in accordance with the plan adopted by the Rotary Club.

HANDBILLS IN TRADE-EXTENSION WORK.

[Consul General Alban G. Snyder, Panama City, July 31.]

As far back as September, 1914, the Panama consulate general adopted the practice of issuing special bulletins whenever the letters received from American manufacturers and exporters were deemed of sufficient importance. These bulletins, containing the information and wishes of the inquirers, were distributed throughout this city, and while no record of actual results was kept, the appreciative replies received and the number of articles now carried by local firms which were not seen in this market a few months ago justify the conclusion that this work has not been in vain.

CONSULAR TRADE CONFERENCES.

A dispatch from Chester W. Martin, American consul at Bridgetown, Barbados, West Indies, states that he will arrive in the United States about August 13, 1915, and will remain in this country until about October 13, 1915. He states that he will go from New York to Akron, Ohio, where letters addressed care of the Goodyear Tire & Rubber Co. will reach him. From Akron he expects to go to Detroit, Mich., Hotel St. Claire, and from there to Indian River, Mich. He also expects to visit branches of the Bureau of Foreign and Domestic Commerce in the cities that he visits where such offices exist.

A dispatch from Caspar L. Dreier, American vice consul at Singapore, Straits Settlements, states that he will arrive in the United States about August 23, 1915. His period of leave is for 60 days, and during that time he will visit San Francisco, Cal., August 23 to 28; Los Angeles, Cal., August 29 to 30; Houston, Tex., Galveston, Tex., and New Orleans, September 5 to 15; Kansas City, September 18 to 24; Davenport, Iowa (his home), and Chicago, September 25 to October 10. Mr. Dreier states that he will be glad to meet any American business people in the various cities mentioned who wish to consult with him. The remainder of his leave, after October 10, will be spent principally in Washington, with frequent visits to New York, Baltimore, and Philadelphia.

LACK OF PRICE AND DISCOUNT LISTS.

[Vice Consul Charles H. Helsler, Cape Town, South Africa, July 14.]

Numerous complaints have been lodged at the Cape Town consulate by prospective buyers of American goods relative to the lack of price and discount lists. Many American firms that yearly send their latest catalogues continually neglect this most essential addition, the price list. This necessitates a delay of several months to the South African purchaser, who may desire a certain article in the shortest time possible, and may lead him to obtain the desired article from some other country. American manufacturers should in all cases transmit all particulars when forwarding their catalogues, so that there will be no undue loss of time to persons intending to handle such goods.

CORRESPONDENCE WITH FIRMS IN THE CAUCASUS.

[Consul F. Willoughby Smith, Batum, Russia, June 17.]

Many firms in the Caucasus complain that their requests to American manufacturers for terms, samples, and catalogues, as well as orders for goods, remain unanswered. Owing to the uncertainty of the mails at this time, it is suggested that all letters addressed to firms in the Caucasus should be mailed in duplicate, the duplicate being mailed one or two days later than the original. To insure prompt delivery, the address should be written out in Russian as well as in English. To make still more sure the receipt of replies by local firms, American manufacturers may send copies of such letters to this office.

JITNEY BUSES AFFECT EARNINGS OF STREET CARS.

[Consul General R. E. Mansfield, Vancouver, British Columbia, Canada, Aug. 9.]

In the evidence submitted recently to an arbitration committee appointed to consider questions in controversy between the British Columbia Electric Co., which controls the street railways and electric lighting in Vancouver and suburban municipalities, the following figures concerning investments, earnings, etc., of the company were submitted by the management: The statement shows that the capital increased from \$7,000,000 in 1906 to \$9,000,000 in 1908, and by steady progression to \$46,000,000 in 1914. This was for all the British Columbia Electric Railway enterprises, including the light, gas, and power companies, and represented actual cash subscribed by debenture and shareholders. An even greater sum—\$47,300,000—has been spent in the company's undertakings in British Columbia.

The biggest dividend paid was in 1908, when on a capital of \$9,000,000 the company had earned in the previous year 7.82 per cent. In 1913-14, on a capital of \$46,000,000, the company earned 4.69 per cent, and in 1914-15, 2.76. Since then there have been no profits, not even enough to pay interest on the debentures.

One of the principal reasons offered by the company for the heavy decrease in earnings was the introduction of jitney busses, which has seriously affected the earning capacity of the property by dividing the traffic, more passengers being carried now by the motor vehicles than on the trams.

AMERICAN SCALES FOR THE CAUCASUS.

[Consul F. Willoughby Smith, Batum, Russia, June 17.]

There is an excellent opportunity in Russia for extending the trade in American scales and weighing machines. Scales most in favor range from 5 to 30 poods (180 to 1,080 pounds). The Russian pood (36.11280682 avoirdupois pounds) is divided into 40 funts, or Russian pounds, each of which is equivalent to 0.90282017 avoirdupois pound. The funt is further divided into 96 zolotniks. The demand for American scales has so far been limited in this district, owing to the comparatively high prices of those placed on the market. The questions of price and credit are the only ones that militate against American-made scales.

[The names of the firms now supplying the scales used in the Batum consular district and of commission houses and hardware dealers there who might be interested to hear from American manufacturers may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 63437.]

NEW STEAMER SERVICE TO SIAM.

[Vice Consul Carl C. Hansen, Bangkok, July 7.]

The British India Steam Navigation Co. has established a new fortnightly service between Singapore and Bangkok. The first steamer on this run, the *Zaida*, started the service from Singapore on July 4, 1915, with a full cargo for Bangkok. The Singapore agents are Boustead & Co., and in Bangkok the Bombay Burmah Trading Corporation (Ltd.).

JAPAN EXTENDS INSPECTION OF SILK TEXTILES.

[Chargé d'Affaires Post Wheeler, American Embassy, Tokyo, July 22.]

Regulations, promulgated on June 30, 1915, provide for the establishment of prefectural offices for the inspection of habutae and other silk textiles intended for export.

While habutae has for several years past been inspected previous to exportation, other silk textiles now become subject to inspection for the first time. Furthermore, the number of offices charged with the inspection of export fabrics will be considerably increased by the present regulations.

The purpose of this measure is, of course, to insure to the buyer uniformity of quality in the goods, and, like other measures already reported, it is in line with the policy of the Government by which advantage is taken of the present war to expand domestic industries, to gain new markets abroad, and to create, if possible, a permanent balance of trade in favor of Japan.

Large Purchases by United States.

The amount of habutae purchased by the United States is large, being valued in 1913 at \$1,897,214. The import of other silk textiles from Japan is still comparatively small. Among the provisions of the new regulations are:

In an export habutae inspection office or an export silk textiles inspection office there shall be kept an inspection ledger in which the following items shall be entered for every article inspected, and which shall be preserved for three years: Kind of goods and inspection number; number of the receipt (of textiles) by the refiner, the name or designation of the refiner, or the symbol substituted therefor; name or designation, or the symbol substituted therefor, of the person whose goods are inspected; name or designation of the weaver, or the symbol substituted therefor; whether the goods have passed or not passed; in the case of goods passed, their grade, and whether they bear the inspection stamp; in the case of those not passed, the reasons therefor; weight, length, and width; whether the goods have been designated as faulty weaving, stained, or cut.

Reports Required from Local Governors.

A local governor shall report, in January and July of each year, the results of inspection for the preceding six months to the minister of agriculture and commerce. A local governor shall submit to the minister of agriculture and commerce in each preceding fiscal year the estimated expenses of the export habutae inspection or the export silk textiles inspection office in his prefecture.

COFFEE TRADE AT MARACAIBO.

[Consul George K. Donald, Maracaibo, Venezuela, Aug. 4.]

Exports of coffee from Maracaibo during July, 1915, were as follows: For New York, 36,224 bags; for Barcelona, 540 bags; for Genoa, 206 bags; for Amsterdam, 3,921 bags; for Marseille, 500 bags; total, 41,391 bags. This is an increase of 8,586 bags over the figure for July, 1914, and an increase of 4,436 bags over the average exports for July during the last 10 years. Entrances of coffee at Maracaibo in July, 1915, were 33,111 bags, of 3,769,750 pounds, as compared with 45,782 bags, of 5,135,250 pounds, for the previous July. The total quantity entered at that port from January 1 to July 31, 1915, was 397,358 bags, of 45,525,075 pounds, against 382,158 bags, of 43,136,000 pounds, during the corresponding period last year.

GERMANS FIND SUBSTITUTE FOR JUTE AND HEMP.

[Consul Harry G. Seltzer, Breslau, July 28.]

In view of the scarcity of jute and hemp for industrial purposes, manufacturers have been directing their investigations along various lines in an effort to discover, if possible, some practical substitute for these fibers. That they have been successful in this endeavor would appear from a report of the recent meeting of the Union of German Jute Manufacturers, in which various samples of fibers from a German plant (*Epilobium hirsutum*) were submitted.

This discovery was partly due to an accident in which it was explained that a man had used this plant as a roof covering for a cart house some years ago. Recently in removing this old roof he found that a certain rough hair-like fiber could be peeled off of the stems or reeds. After a number of experiments with a quantity of these fibers it was further discovered that on account of their age and the effects of the weather they were too brittle for practicable purposes, so several plants of this year's growth were tried, with the result that another useful and practical textile fiber has been discovered.

Grow Wild in Great Abundance in Germany.

Further investigations were made with other species of the *Epilobium* family, and it was found that all of them contained a fiber similar to hemp. The best results were obtained from the rough-haired willow rose (*Epilobium hirsutus*), followed by the narrow-leaved species (*Epilobium angustifolium*). All of these grow wild and in great abundance in Germany. The two species just mentioned have stems about 5 feet in length, require no particular soil, and produce a fine fiber. It is believed that by attentive cultivation a fiber as valuable as jute may be obtained.

There are sufficient quantities of these plants in Germany to supply the jute manufacturers with fibers for a year, and the only question which confronts the manufacturers is that of gathering in the crop. For this purpose the school children will be employed during vacation. Government officials have promised to aid in the systematic organization of these young harvesters, and the Union of Manufacturers will give every encouragement to the further cultivation of this plant.

SEA FISHERIES OF ENGLAND AND WALES.

According to the monthly return of the sea fisheries of England and Wales, issued by the British Board of Agriculture and Fisheries, the total value of fish landed during July, 1915, was \$2,949,014, as compared with \$3,275,060 for July, 1914. The total value of the fish landed during the seven months ended July 31, 1915, was \$19,994,949, against \$23,906,944 during the corresponding period of the previous year, the falling off being \$3,911,995. So far as quantity is concerned, it is shown that in July, 1915, 48,365,968 pounds of "wet fish" were landed, or less than half the amount for July, 1914, when the figure was 103,738,880 pounds. For the first seven months of the two years the "wet-fish" quantities were: 1915, 349,804,672 pounds; 1914, 669,464,880 pounds.

CANADA ENCOURAGES SHEEP BREEDING.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Aug. 11.]

In order to encourage the sheep industry in Manitoba, the Department of Agriculture undertook the handling of this season's wool clip on a cooperative basis, which has resulted in a satisfactory market for the farmers. [Alberta's wool was also sold in this manner—see COMMERCE REPORTS for Aug. 17, 1915.] The department is endeavoring to impress upon the farmers the value of sheep breeding as a means of suppressing noxious weeds and to fill the demand for lamb and mutton.

Fencing has been the expensive feature in connection with extensive operations in sheep raising, but this difficulty has now been greatly reduced.

The following statement was made by the department to-day:

At the request of the Minister of Agriculture, Hon. Mr. Winkler, and George H. Greig, secretary of the Provincial Sheep Breeders' Association, took charge of the work about the middle of May. Circulars were sent to all known breeders of sheep in the Province, announcing the plan and giving instructions for packing and shipping the wool. Upon receipt of the wool, whether the product of one or two sheep or a thousand, it was carefully weighed, graded by an expert wool classifier, and sent out by the live-stock branch of the Dominion Department of Agriculture. It was then properly packed, the grade and weight being branded on each sack.

The department paid the farmers an advance of 15 cents per pound upon receipt of the wool.

Upward of 74,000 pounds (four car loads in all) were received, and finally sold to the highest bidder, the North West Hide & Fur Co., of Winnipeg, who secured the lot at \$26.80 per hundred, except for the tags.

In order to make this effort as instructive and helpful as possible, each farmer is paid for the value of his wool, those having good sheep well cared for, and putting up their wool in good condition, receiving the benefit over those whose wool is of inferior quality.

Mr. Jennings, the expert grader, pointed out that great improvement could be made in Manitoba wools by better breeding, care, and feeding of the sheep, as well as by more careful handling of the wool after shearing.

He further stated that much of the Manitoba wool was somewhat lacking in yolk, weak in fiber, and dark, as compared with the bright wools of Ontario and Quebec. Of course this is easily accounted for by the fact that in this province sheep are largely used as weed destroyers and allowed to run on the summer fallows, where a great deal of soil is blown into the fleeces.

On the whole the results have been most satisfactory, the price realized for the farmers (after paying 1 cent per pound commission charges for handling) being from 5 to 7 cents more than would have been realized had the department not taken up the work.

The grades, values, and quantities of each are given in the following table:

Grade.	Value.	Amount.	Grade.	Value.	Amount.
	<i>Cents.</i>	<i>Pounds.</i>		<i>Cents.</i>	<i>Pounds.</i>
Fine combing	25	738	Rejections	22	1,391
Fine medium combing	26	3,942	Black	23	1,185
Medium combing	27½	16,232	Cots	23	23
Low medium combing	27½	32,843	Washed	35	827
Coarse combing	27	3,000			
Luster combing	27	5,745			74,132
Fine medium clothing	25	694	Tags	8	504
Medium clothing	25	4,359			
Low medium clothing	23	2,403			74,636
Fine clothing	23	750			

ADVANCE FIGURES OF RECENT PHILIPPINE TRADE.

The Bureau of Foreign and Domestic Commerce has recently received advance figures for the total trade of the Philippine Islands during the first six months of the present year. Including both exports and imports, it amounted to \$52,534,169, as compared with \$54,076,461 for the corresponding period of last year. This represents a decrease of \$1,542,292, or a little less than 3 per cent; but as both figures are well within the limits of the fluctuations of recent years the decrease can not be regarded as of much importance.

This total trade was distributed between imports and exports in the proportions of \$23,549,352 for the former and \$28,984,817 for the latter. The first of these figures is to be compared with that of \$27,532,996 for the corresponding period of last year, indicating a decrease of \$3,983,644, or about 14½ per cent. The latter, on the other hand, represents an increase from \$26,543,465, the figures for 1914, of \$2,441,352, or about 8½ per cent.

These export and import figures indicate a heavy "favorable balance" of trade; but it should be pointed out that such a situation in the case of the Philippines is somewhat illusory. Being a "debtor country," the exports of the islands ought normally to exceed the imports, and the fact that they do not ordinarily do so results from the disturbance of trade by heavy imports on account of the Government, especially for the use of the Army. The sudden appearance of a "favorable balance" of trade might therefore well be due chiefly to a decrease in these purchases, which would probably be the result of wholly noncommercial causes. So far as this is not the cause in the present instance, the cause of the excess of exports noted will probably be found to be due largely to a heavy decrease in the imports of rice, for these, as pointed out in previous reviews of Philippine trade, rise and fall roughly in inverse ratio with the local rice crop, and the resulting fluctuations—since rice is ordinarily one of the largest import items—easily disturbs the balance of exports and imports.

Apart from this general indication, the figures received contain no data with regard to the separate import items, and with regard to exports no more than would appear to indicate that the general increase in this branch of trade referred to was fairly well distributed among the four or five items which always head the list, with the possible exception of sugar.

VLADIVOSTOK WANTS AMERICAN CATALOGUES AND SAMPLES.

The Chamber of Commerce of Vladivostok, Siberia, is earnestly desirous to receive catalogues and, if possible, samples from American manufacturers for display in a room set aside for that purpose. Prices and information should be furnished as completely as possible. Quotations should be c. i. f. Vladivostok or f. o. b. San Francisco or New York. This material should be sent to "The American Consul, Vladivostok, Siberia," who will see that it is properly delivered. The San Francisco Chamber of Commerce, through its foreign-trade department, is taking a keen interest in this matter and has sent out letters requesting the cooperation of a number of important American commercial organizations.

RECORD FOR RAPID LOADING OF NITRATE.

[Consul Thomas W. Voetter, Antofagasta, Chile, July 23.]

The condition of the surf at Antofagasta will not always permit rapid work in discharge and loading of vessels at that port, and occasionally work must be suspended altogether.

On June 17 the record for rapid loading for the entire nitrate coast was made when the American steamer *Santa Catalina*, belonging to the Atlantic & Pacific Steamship Co., received in 13 hours' time 3,150 tons of sacked nitrate. The loading was done from lighters, 90 of which were employed during this task.

The voyage of the *Santa Catalina* is noteworthy in another respect, in that it made the voyage from New York to Arica, the first Chilean port, in 12½ days. With so much interest taken in the establishment of faster steamship communications between the United States and this coast, the voyage of this cargo boat may be of interest.

Shipments of Nitrate of Soda in June, 1915.

Shipments from the nitrate ports of the Chilean coast during June, 1915, amounted to 3,866,168 Spanish quintals of 101.4 pounds each, or 391,929,435 pounds in all, of nitrate of soda. The amount shipped, when compared with shipments for January, February, and March of this year, which were, respectively, 1,879,895 quintals, 2,522,272 quintals, and 2,635,836 quintals, show that the nitrate of soda industry is gradually improving. The average shipment per month for the calendar year 1912 was about 4,500,000 quintals; for 1913, 4,900,000 quintals; and for the first seven months of 1914, about 4,300,000 quintals; so that conditions are not yet normal. Quite recently more interest is developing in 95 per cent nitrate, which indicates that the material will be largely devoted to agricultural uses.

The price situation is very satisfactory to the Chilean producers. On June 4 the price, free alongside vessel, was 6s. 8d. (\$1.62) per Spanish quintal; on June 10, it was 6s. 10d. (\$1.66); June 17, 6s. 11d. (\$1.68); June 23, 7s. (\$1.70). On July 2 there were purchases at 7s. 3d. (\$1.76) and later sales have been made at 7s. 8d. (\$1.86). Manufacturers of refined (96 per cent) are asking more than 8s. (\$1.95) for 1916 deliveries.

There are now in operation 56 nitrate producing plants, and a few others are making arrangements to commence work, as some of them have made contracts for delivery of nitrate later in this year.

The Chilean Government is transporting to the ports in the nitrate section laborers who were sent from this section to the southern part of the country when the nitrate plants closed down at the beginning of the war.

Azorean Fiber for American Paper Manufacture.

Azorean "hemp" fiber is to be used in the production of American papers, a paper manufacturer in the United States having opened negotiations with a St. Michael's grower for the bulk of his output. This business is the direct result, states Consul Walter H. Schulz, of the article on the Growth of the Fiber Industry in the Azores that appeared in COMMERCE REPORTS for April 10, 1915.

CHILE'S BANK DEPOSITS INCREASE DURING YEAR.

[Consul General L. J. Keena, Valparaiso, July 29.]

The National Savings Bank of Chile (Caja Nacional de Ahorros) has published data in regard to the increase in savings in Chile in 1914. This bank, at the end of 1914, had in operation 120 establishments throughout the country. The number of deposit accounts on December 31, 1913, was 359,622, and by December 31, 1914, the total had reached 396,488, a net increase for the year of 36,866.

The deposits on hand in the Caja Nacional de Ahorros and its branches totaled \$57,032,670, Chilean paper currency, on December 31, 1913, and \$62,327,057 on December 31, 1914, a net increase of \$5,294,387, Chilean currency.

Difference in Exchange Rates.

The first-mentioned amount at the exchange rate of \$5.25 prevailing in December, 1913, would equal \$10,863,365 United States currency, and the second at the December, 1914, rate of \$6.50 would equal \$9,588,778 United States currency. The figures given in Chilean currency, however, are those which truly represent the proportion of increase in savings, as the vast majority of these savings depositors are employees whose salaries or wages are paid in Chilean paper currency and who have not experienced any change in rate of wages through the decreased gold value of Chilean paper currency.

The Caja Nacional de Ahorros reports a marked increase in the sale of savings stamps. While many deposit accounts were withdrawn last August, the bank reports that deposits had begun to come in normally by the end of September.

The bank considers that the savings-deposit increase for the year is highly creditable to Chile, especially so in view of the complete paralysis of the nitrate industries in Antofagasta and Tarapaca, in which more than 50,000 workmen are employed.

SWEDISH DIFFICULTY IN IMPORTING COFFEE.

[Consul General Ernest L. Harris, Stockholm, July 30.]

Swedish coffee importers and dealers are having difficulty in importing coffee from Brazil. The Swedish South American Steamship Line does not take coffee cargoes from Brazil at present, unless they are guaranteed that same are not intended for countries at war with England. It appears that this is very strictly carried out. It would appear that the State of Sao Paulo, which is the center of the coffee trade, is suffering considerably from the present situation.

It must be borne in mind that, after coal, coffee is the largest article of import coming into Sweden. The total importations amount to about \$12,000,000 per annum. Not only do the dealers in this country have difficulties in getting coffee from Brazil, but from Java as well. All coffee from the former country comes direct, but that from Java is imported through Holland. It may be added that the same difficulties are thrown in the way of Dutch merchants.

The foundation stone of the physiological building of the new Welsh National School of Medicine was laid on August 12.

NEW INCOME TAX IN AUSTRALIA.

According to statements in Australian newspapers, the Government of the Commonwealth is proposing in the House of Representatives the imposition of a heavy income tax, necessitated in the main, by the financial requirements in connection with the European war. It is announced that approximately £4,000,000 (\$19,466,000) will be required to balance the ledger this year, apart from war expenditure, which is provided for out of loans. Incidental to the war, the Treasurer has to provide for interest on the loans and for pensions. It is believed that these two items alone may reach £3,000,000. There is, however, a credit in the form of interest payable by the States on the amount borrowed from the Commonwealth.

It is understood that in the income tax, there will be an exemption of £156 (\$759.17) per annum, with an additional £13 (\$63.26) exemption for each child. The tax will be a progressive one, and there will be a differential rate for incomes made by personal exertion and those derived from investments and property. The following table shows the approximate rates proposed:

Salary.	Tax in £ (\$4.8665).	
	Personal exertion.	Incomes from property.
£157 (\$764.04).....	3d. (\$0.06).....	.....
£500 (\$2,433.25).....	7d. (\$0.14).....	10d. (\$0.20).....
£1,000 (\$4,866.50).....	10d. (\$0.20).....	1s. 4d. (\$0.3233).....
£2,000 (\$9,733).....	1s. 6d. (\$0.3633).....	2s. 5d. (\$0.5866).....
£3,000 (\$14,599.50).....	2s. (\$0.4866).....	3s. 3d. (\$0.7899).....
£4,000 (\$19,466).....	3s. (\$0.7299).....	4s. (\$0.9734).....
£5,000 (\$24,332.50).....	3s. 6d. (\$0.8469).....	4s. 6d. (\$1.0932).....
£6,000 (\$29,199).....	4s. (\$0.9732).....	4s. 9d. (\$1.1532).....
£7,000 (\$34,065.50).....	.....	5d. (\$1.2165).....
£7,750 (\$37,713.38) and over.....	5s. (\$1.2165).....	.....

On incomes between the totals given the amount of the tax will be graduated. In order to facilitate collection and lighten the burden on the taxpayers provision will probably be made for payment in two half-yearly installments. According to present intentions the first payment will become due in October, and incomes will be assessed for the date June 30, 1915. The Commissioner of the Federal Land Tax will also act as income tax commissioner, entailing the doubling of present office staffs.

In this connection it may be noted that on July 23 the Australian Federal Parliament passed the wealth-census bill, requiring all persons aged 18 and up possessed of property or holding it on trust, or in receipt of income, to fill out a form giving a detailed account of the same.

CORRECTION.

In COMMERCE REPORTS for August 14 the statement appeared that the sailings of the Pacific Steam Navigation Co. each way between Valparaiso and Buenos Aires are "approximately six weeks apart." According to information furnished by the New York agents of the company there have been sailings every four weeks since the beginning of the war.

THE WHEAT CROP OF THE WORLD.

A recognized organ of the grain trade, the London Grain, Seed, and Oil Reporter, estimates that the world's wheat crop in the present year will reach the total of 518,500,000 quarters (quarter equals 480 pounds), as compared with 456,500,000 quarters in 1914 and 494,650,000 quarters in 1913. The indicated surpluses in exporting countries, judging from present crop conditions, work out at the figure of 132,500,000 quarters, leaving reserves at the end of the season at the same total as at the commencement. This figure is arrived at as follows: Russia and Roumania, 40,000,000 quarters; United States, 45,500,000 quarters; Argentina, 13,000,000 quarters; Canada, 18,000,000 quarters; India, 8,000,000 quarters; Australia, 7,000,000 quarters; and North Africa, 1,000,000 quarters.

Not So Dependent on United States This Season.

Commenting on these figures, the London Statist says that "whereas in the season just ended the United Kingdom was very dependent on the United States for its supplies of wheat, it will not be so to nearly the same extent this season, for unless climate conditions are exceptionally unfavorable in the future Canada, India, and Australia together will be able to spare 33,000,000 quarters of wheat, whereas our requirements promise to be under 26,000,000 quarters, so that the British Empire will be more than self-supporting this season as far as wheat supplies are concerned. The Canadian wheat surplus, however, will not be available in quantity before October and the Australian before January."

The preliminary estimate of the world's wheat crop for 1915, made by the Grain, Seed, and Oil Reporter, compares as follows with the wheat crops of the preceding five years:

Countries.	1910	1911	1912	1913	1914	1915
	<i>Quarters.^a</i>	<i>Quarters.^a</i>	<i>Quarters.^a</i>	<i>Quarters.^a</i>	<i>Quarters.^a</i>	<i>Quarters.^a</i>
Algeria and Tunis.....	5,700,000	5,500,000	3,000,000	5,300,000	4,500,000	5,500,000
Argentina.....	18,200,000	20,700,000	21,000,000	14,000,000	22,000,000	22,000,000
Australasia.....	13,100,000	9,900,000	12,000,000	13,500,000	3,800,000	12,000,000
Austria.....	7,500,000	7,500,000	8,900,000	8,600,000	7,500,000	7,500,000
Hungary.....	22,700,000	24,000,000	23,000,000	21,000,000	16,500,000	20,500,000
Belgium.....	1,550,000	1,800,000	1,900,000	1,900,000	1,700,000	1,000,000
Bulgaria.....	7,100,000	8,500,000	7,000,000	6,600,000	5,700,000	6,500,000
Canada.....	18,700,000	27,000,000	28,000,000	29,500,000	20,000,000	28,000,000
Chile.....	2,300,000	2,200,000	2,500,000	2,000,000	2,800,000	2,500,000
Denmark.....	550,000	500,000	450,000	500,000	700,000	600,000
Egypt.....	4,000,000	4,700,000	3,600,000	4,000,000	4,100,000	4,500,000
France.....	31,500,000	40,300,000	41,800,000	39,900,000	39,200,000	35,000,000
Germany.....	17,700,000	18,700,000	20,000,000	21,400,000	18,300,000	20,000,000
Greece.....	650,000	750,000	700,000	700,000	700,000	650,000
Holland.....	550,000	700,000	700,000	600,000	650,000	600,000
India.....	44,000,000	46,300,000	45,800,000	45,300,000	39,300,000	47,900,000
Italy.....	19,200,000	24,000,000	20,800,000	26,100,000	21,150,000	23,000,000
Japan.....	2,700,000	3,100,000	3,900,000	3,000,000	2,700,000	2,900,000
Portugal.....	800,000	1,000,000	3,800,000	800,000	900,000	700,000
Roumania.....	13,400,000	12,500,000	11,100,000	10,300,000	5,800,000	12,800,000
Russia.....	102,500,000	67,000,000	90,500,000	119,500,000	101,000,000	115,000,000
Serbia.....	1,650,000	1,900,000	1,700,000	1,500,000	1,200,000	1,500,000
Spain.....	17,200,000	18,500,000	13,700,000	13,900,000	14,500,000	16,000,000
Sweden.....	900,000	1,000,000	900,000	1,100,000	900,000	900,000
Switzerland.....	350,000	500,000	400,000	450,000	400,000	600,000
United Kingdom.....	7,200,000	8,000,000	7,100,000	7,100,000	8,100,000	8,500,000
United States.....	79,400,000	78,000,000	91,000,000	95,400,000	111,400,000	120,700,000
Uruguay.....	1,300,000	1,200,000	1,200,000	700,000	1,000,000	1,200,000
Total.....	443,300,000	435,750,000	462,550,000	494,650,000	456,500,000	518,500,000

^a Quarter equals 480 pounds.

^b Including Bosnia and Herzegovina.

^c Including Slavonia and Croatia.

FINANCING AUSTRALIAN DRAFTS.

[Commercial Attaché William C. Downs, Melbourne, Australia, July 10.]

The elimination of Europe as an active source of supply for many classes of manufactured goods has, during the last 10 months, caused many Australian importers to turn their attention to the United States with a view to satisfying their urgent requirements. As the war continues the European market becomes more and more restricted, and more inquiries are addressed to the United States for goods not usually exported from that country. Thus orders have come and will continue to come into the hands of manufacturers not accustomed to the routine of foreign business and not familiar with the methods of financing it.

Australian Importers Complain of American Terms.

Numerous complaints have been received from Australian importers that they would gladly do more business with American manufacturers, but they can not submit to their terms. The urgency to supply their needs has in frequent instances led them to send trial orders to manufacturers with the request that prompt shipment be made and the value of the invoice be drawn for "at sight." As a rule, the name of an Australian bank has been given as reference and as the medium through which the drafts might be collected. Much hard feeling and harsh criticism of American business methods have resulted from the fact that a large proportion of such orders has been rejected by the manufacturers on the ground that the terms proposed were not acceptable, and that shipment could not be made unless cash were sent in advance. There is no doubt that much valuable business has thus been lost and a prejudice against trade with the United States created. This might have been avoided had the manufacturers been more familiar with the peculiarities of drafts on Australia and the manner in which they are handled. Bills of exchange drawn on merchants in Australia and South Africa differ essentially from those drawn on other parts of the world, in that it is customary for them to bear on their face what is known as the colonial clause, the usual wording of which is: "Payable with exchange (English and colonial stamps added at the current rate in London for negotiating bills on the colonies.)"

Effect of Colonial Clause—Australian Banking Facilities.

The effect of this clause is that the drawee bears all charges, such as collection fees, interest from the time the draft is drawn until the date of arrival of the proceeds in London, stamps, and difference in exchange, so that the bank that finally presents the draft for payment collects from the drawee not only the face value but also all these accrued charges. Banks, therefore, having London and Australian connections are willing to buy such drafts when made in English currency at the prevailing sight rate on London without any discount, irrespective of whether they be drawn at sight or at 30, 60, or 90 days' sight.

It is not necessary for the shipper to concern himself with a calculation of the approximate time that will elapse before his draft is presented, the time it has to run, and the time required for the return

of funds, and to add interest for all this time to his invoice or provide for it in his price, nor need he be concerned regarding fluctuations of exchange. He has only to convert his invoice from dollars into pounds sterling at the sight rate on London and draw his draft for the resultant amount. This draft can be sold to any bank having the proper London and Australian connections for full face value. The transaction is to all intents and purposes a cash one for the manufacturer or shipper, although, of course, he still runs the credit risk, as such drafts are not bought without recourse unless a confirmed banker's credit has been opened. In the case of sight drafts this risk is reduced to a minimum, since the drawee can not obtain possession of the corresponding goods until the draft is paid. In other or doubtful cases it is not difficult for the manufacturer to satisfy himself of the standing and reputation of the client through the reliable commercial agencies that have branches in Australia or through the correspondents of the Australian banks.

The banking facilities in Australia are quite ample, being supplied by 24 banks of international scope, with branches in all the principal cities. The aggregate capital of these institutions is about \$155,000,000 and their reserve funds about \$75,000,000. In addition to these resources there are reserve liabilities of the stockholders or proprietors of about \$70,000,000.

[A list of these banks, with the names of their principal correspondents in the United States may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 563. This should be of assistance to American merchants and shippers in cultivating relations with Australian importers and in arranging for the financing of their transactions.]

DECREASE IN IMMIGRATION TO CANADA.

[Consul Julius D. Dreher, Toronto, Aug. 13.]

A recent publication of the Dominion Department of Immigration shows that only 144,789 immigrants arrived in Canada during the fiscal year ending March 31, 1915. From Great Britain there were 43,276, as compared with 142,622 in the previous year, and from the United States 59,779, as compared with 107,530 in 1913-14. It will be observed that the immigration statistics for the last fiscal year embrace a period of four months before the outbreak of war.

The problem of immigration after the war is already being discussed in Canada and Great Britain, and plans are under consideration for the settlement of returned soldiers on the vacant lands of the Dominion of Canada as well as of other over-sea countries of the British Empire. It is expected that thousands of families will emigrate from continental Europe after the war to find homes on the fertile lands now idle in Canada and other British countries.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

- Embroideries*, No. 1811.—Two firms in France inform an American consular officer that they wish to represent American manufacturers and exporters of embroideries.
- Hides*, No. 18112.—An American consular officer in Brazil writes that a business man in his district is desirous of entering into commercial relations with American importers of hides of neat cattle. He desires to act as export representative. Correspondence should be in Portuguese.
- Engravings, etchings, etc.*, No. 18113.—A business man in France advises an American consular officer that he wishes to represent American producers and exporters of engravings, etchings, and sketches.
- Flour*, No. 18114.—A business man in Brazil has requested an American consular officer to place him in touch with American manufacturers of flour. He desires to act as an agent. References are given.
- Envelopes, etc.*, No. 18115.—An American consular officer in France transmits the names of two men in his district who desire to represent American manufacturers and exporters of envelopes and paper for making same.
- Floor coverings*, No. 18116.—A firm in Argentina informs an American consular officer that it desires to consider the direct importation from the United States of carpets and other floor coverings. Correspondence and literature should be in Spanish.
- Furs and skins*, No. 18117.—An American consular officer in France has transmitted the names and addresses of a number of business men in his district who desire to represent American exporters of furs and skins.
- Scrap iron*, No. 18118.—One of the commercial delegates of a foreign Government reports that there is a large demand for scrap iron in his country. He desires to establish commercial relations with American exporters of such iron.
- Cotton yarn*, No. 18119.—A firm in the Netherlands informs the Bureau that it is in the market for 300,000 to 500,000 pounds of cotton yarns (English Nos. 16, 20, 24, 28, and 30, single, and No. 36, twofold; all good quality).
- Leather and electrical supplies*, No. 18120.—A firm in Portugal is anxious to make agency connections with American manufacturers of leather, leather goods, and electrical supplies.
- Metals, oils, etc.*, No. 18121.—A commission merchant in Italy writes the Bureau that he is anxious to make connections with American manufacturers and exporters of pig iron, iron scrap, zinc, nickel, aluminum, tin, resin, animal fats, cottonseed oil, mineral oils, etc.
- Novelties, hardware, etc.*, No. 18122.—A business man in France, who has had considerable experience in commercial lines, writes that he is anxious to represent American manufacturers and exporters of novelties, hardware, household goods, etc. Correspondence and catalogues should be in French. References are given.
- General agency*, No. 18123.—A representative of an Austrian firm writes that he desires to establish commercial relations with American manufacturers and exporters. He does not specify any particular line. Catalogues, price lists, and samples should be forwarded at once.
- Boiler tubes*, No. 18124.—The Secretary of State for India, who may be addressed at India House, Whitehall, S. W. London, desires to receive, before September 14, 1915, tenders for steel boiler tubes and for brass boiler tubes, required for the Northwestern Railway of India. Forms of tender, etc., may be examined at the Bureau of Foreign and Domestic Commerce or its branch offices. The Bureau has no further information relative to this opportunity.

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No. 201

Washington, D. C., Friday, August 27

1915

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CODFISH WANTED IN SPAIN.

[Cablegram from Consul Wilbur T. Gracey, Seville.]

There is a shortage here of dried and shredded codfish. Prices and terms are required immediately. Address American Consulate, Seville, Spain.

COTTON ON FRENCH CONTRABAND LIST.

[Cablegram received from American Consul General at Paris.]

Notification published Journal Officiel, twenty-second, adds raw cotton, linters, lint waste to list absolute contraband established by decree November 6, 1914.

DUTCH INDUSTRIAL ENTERPRISES.

[Cablegram from Commercial Attaché E. W. Thompson, The Hague, Netherlands, Aug. 26.]

Fertilizer factories are combining to build sulphuric-acid works. The Rotterdamsche Bank Vereeniging is interested.

Insulinde Oliefabrieken, of Amsterdam, is increasing its capital by \$160,000 to build a third oil mill in Java for crushing copra.

OPPORTUNITY FOR AMERICAN FRUITS IN ONTARIO.

[Consul Felix S. S. Johnson, Kingston, Aug. 19.]

Trade openings which are noted in this part of Canada are those for peaches, watermelons, cantaloupes, pears, and sweet potatoes, which could be brought to Ontario from Maryland, Delaware, and New Jersey and sold at a profit. Fruit and vegetables in the States mentioned ripen and are ready for market three or four weeks before those of Ontario, thereby providing a splendid opening for the American article.

Sweet potatoes (seconds) retail on the local market at 7 cents per pound; watermelons at 2½ cents per pound, or 5 cents a slice; and cantaloupes at 10 cents apiece. It is with a view to establishing American fruits in the markets of Ontario that the attention of fruit growers is called to this matter.

PACIFIC COAST CROP SELLING NOTES.

[California Fruit News, Aug. 21.]

Washington Fruit for Argentina.

The first export shipment of Wenatchee, Wash., fruit of this season was shipped August 3 by E. Wagner & Son. Two cars of Bartlett pears bound for Buenos Aires, billed via New York City, composed the shipment.

Higher Prices for Alfalfa.

Alfalfa prices are going skyward, says the Oakdale Leader. While prices around Oakdale started out this year at as low as \$5 per ton, in the field, no hay is obtainable now for less than \$6 and \$7.

Oregon Apples for Holland.

A Portland, Oreg., advice says the largest contract for the purchase of apples of the season has just been closed with Hood River growers, who have sold to O. Berghuis-Krak, the Netherlands consul there, 100,000 boxes. The price paid was \$1.50 per box. The apples will be shipped to merchants in the Netherlands next October.

New Method for Selling Fruit.

According to advices received from Chico, Butte County, a large fruit grower of that place has returned from Minnesota, to which State he went last November to dispose of his crop of dried peaches. Discouraged at the low prices, he packed all his peaches in sacks, in all about 30 tons, and shipped them to Minnesota. Opening headquarters in one of the principal interior towns, he started selling them direct to the consumers, going from town to town until he had disposed of his entire crop.

Avocado and Date Planting Urged.

Cultivation of the avocado, or alligator pear, is a coming industry of California, said H. J. Webber, dean of the graduate school of tropical agriculture at the University of California, in an address before the American Association for the Advancement of Science last week. Next to the avocado, extension of the date industry was advised.

Big Shipments of Honey.

Further evidence of the increase of the honey and bee industry in Butte County, Cal., was the receipt last week at Chico of the second car of honey cans of the season. This shipment brings the total to ten thousand 60-pound honey cans received in Chico this year.

Short Wine Yield.

The vintage season is late, and the wineries of the Sacramento Valley, Cal., will not begin crushing until about September 15, according to Secretary Sheehan, of the State Viticultural Commission. In the San Joaquin Valley the vintage will start about 10 days earlier. The entire tonnage of wine grapes in the State it is estimated will not reach 75 per cent of a normal crop.

Walnut Outlook for the Season.

The California Walnut Growers' Association announces that, despite the blight, shipments of walnuts for 1915 will be at least as heavy as in the last year of good production, when 12,500 tons left

the State; in fact, the estimate is now 13,200 tons. The association will hereafter use a patent method of bleaching walnuts, eliminating sulphur fumes, and has also installed in each of its 20 packing houses new galvanized-iron graders.

Northwest Fruit Tonnage for 1915.

The latest figures given out for the apple crop in the Northwest districts for 1915 estimate the output from Wenatchee as 4,800 cars; Yakima, 3,800 cars; Rogue River Valley, 350 cars; Hood River district, 900 cars; Walla Walla, 225 cars; Spokane, 400 cars; southern Idaho, 750 cars; Montana, 50 cars; Palouse, 100 cars; total, 11,375 cars.

According to growers and shippers, the Yakima Valley pear crop will not exceed 600 cars. The forecast of the season's crop made under the date of May 6, from data gathered by the railroad companies, placed the pear crop at from 950 to 1,000 cars. A more recent estimate cut that to 800, but now it is dropped to 600.

The northwestern peach crop will total at least 1,200 cars, according to B. A. Perham, sales manager of the North Pacific Fruit Distributors, and it will practically all be marketed west of Kansas City and Minneapolis. The first early Elbertas were shipped from Kennewick, Wash., on August 12. Italian prunes are moving in mixed cars from the Yakima Valley.

AGRICULTURAL IMPLEMENTS INVESTIGATIONS.

In an effort to stimulate the exportation of agricultural implements and machinery and to provide American manufacturers with concrete, practical information concerning the conditions and requirements of certain foreign fields, the Bureau of Foreign and Domestic Commerce is undertaking two important investigations along these lines. It has appointed Mr. Frank H. Von Motz and Mr. Juan Homs as commercial agents, the former going to South America and the latter covering the South African and Australian markets.

As a result of the war, the foreign markets for agricultural implements have been greatly contracted and a marked falling off in American exports has been recorded. In normal times manufacturers in the United States had made gratifying headway in the securing of foreign orders, though it may be noted in this connection that the smaller firms have been comparatively little interested in export trade. It is hoped that the investigations now being organized will bring about a wider knowledge of and interest in export business.

Increased opportunities are expected in South America in the next decade, because of the agricultural expansion that is constantly going on and the ever-growing readiness to adopt modern, up-to-date machinery. In countries like Argentina such implements are already used, but in certain other parts of South America this is not the case.

Mr. Von Motz and Mr. Homs will study the various conditions that surround agricultural activity in the countries visited—such as soils, climate, crops—and their bearing on the particular types of implements desired.

Mr. Homs will enter on duty August 30 and Mr. Von Motz on September 7.

BRADFORD MUNICIPAL TRADING UNDERTAKINGS.

[Consul Augustus E. Ingram, Bradford, England, July 30.]

The Bradford city treasurer has recently issued his annual statement of the accounts for the municipal trading undertakings of the city for the year ended March 31, 1915. These undertakings included the waterworks, the Nidd Valley Light Railway (in connection with the waterworks), the gas works, electricity works, tramways, public markets, and the textile conditioning house. The year's income from these undertakings amounted to \$5,049,174, and the aggregate amount of working expenses in respect thereof was \$3,323,780, leaving a gross or trading profit of \$1,725,393, which represents 4.67 per cent upon the total capital expenditure of these undertakings (\$36,946,550). There was expended for interest on loans, bank interest, etc., \$1,056,921, and \$476,163 was set aside during the year for liquidation of debt in accordance with the various acts of Parliament and departmental sanction under which the moneys were borrowed, leaving a net surplus of \$192,309.

The following departments showed a net surplus for the year: Waterworks, \$28,600; tramways, \$149,538; electricity, \$92,439; and markets, \$14,020. The following showed a loss in the year: Nidd Valley Light Railway, \$10,779; gas works, \$70,560; conditioning house, \$10,755.

The Bradford tramways showed a marked increase in receipts, which is proof of the prosperous conditions in the city. The profit on the undertaking is also remarkable in view of the lowness of the fares, the minimum being 1 cent, which is the fare collected before 9 a. m. The carriage and delivery of parcels by the tramways also showed an increase in receipts.

The high price of fuel has affected the profits of the electricity works and caused a loss in connection with the gas works, the latter suffering also from the fall in value of residual products.

FURNITURE TRADE OF NAPLES.

In forwarding a list of the furniture dealers of Naples, Consul Jay White gives the following statistics of imports of furniture and rough and finished parts through that Italian port in 1913 (the latest year for which detailed figures are available).

Not upholstered, common woods—total \$102,636, from United States \$2,924; not upholstered, cabinet woods—total \$6,188, from United States \$867; not upholstered, veneered—total \$245, from United States \$128; not upholstered, inlaid—total \$5,738, from United States \$819; upholstered, common woods—\$4,037, from United States \$2,623; upholstered, cabinet woods—total \$3,361, from United States \$266. There was also imported in the same year \$476 worth of picture moldings, of which the United States furnished \$116 worth.

As stated the figures relate only to furniture entering Italy through the port of Naples. They disclose the fact that the United States supplied but 6.3 per cent of the total. The list of dealers referred to may be had, upon request, from the Bureau of Foreign and Domestic Commerce or its branch offices by referring to File No. 64754.

STEAM TEST FOR CEMENT INCONCLUSIVE.

The high-pressure steam test of Portland cements has been the subject of experiments by the Bureau of Standards, Department of Commerce, and the results are given in Technologic Paper No. 47, by R. J. Wig, engineer physicist, and H. A. Davis, assistant engineer physicist, just issued by the bureau. A full description of the numerous tests carried out under the direction of the bureau is given, with the general conclusions announced that cement passing the high-pressure steam test is not superior in cementing quality, as determined from the compressive strength of concretes, to cement that fails to pass this test; that cement passing the high-pressure steam test does not make more durable or permanent concrete than cement which meets the requirements of the standard specification, but fails to pass this test, and that for practical work under normal conditions of construction the results of this investigation fail to show that the high-pressure steam test is of value as a means of determining the ultimate soundness of concrete.

Other conclusions arrived at which point to the occasional employment of the high-pressure steam test are that it should be made on all cements that are incorporated in cement, mortar, or concrete products which are to be cured in steam at pressures above atmospheric, and that it may be of value as forecasting the behavior of neat cement or a very rich mortar when exposed under normal conditions in dry air.

It is explained in the paper that unsoundness of a Portland cement, which is evidenced with age by a lack of cohesion and strength, may not be apparent for weeks or months after the cement is hydrated. This fact created a demand for an accelerated test of soundness, in answer to which a large number of such tests had been proposed. All accelerated tests are designed to hasten the action of any expansive constituents of the cement, producing thereby evidence of unsoundness in a few hours or days.

It is the general opinion that the primary cause of unsoundness in Portland cement is attributable to the presence of free or loosely combined lime. Since there is no chemical means by which the percentage of free lime in cement may be determined, and the identification of this constituent by optical means is difficult and limited, investigators have endeavored to find an economical physical test that would detect the presence of free lime in its dangerous form where it is liable to cause disintegration, cracking, and weakening of the cement.

Several railroads and other corporations adopted the high-pressure steam test for their specifications, bringing about considerable controversy between its advocates and cement manufacturers. Many of the latter refused to furnish cement upon a specification which included this test, believing it to be an abnormal one, not in any way measuring the relative soundness or cementing value of the Portland cement as used normally in concrete. The work of investigation reported by the Bureau of Standards was limited to a physical investigation of the use of high-pressure steam as a means of determining the soundness, both as a qualitative and quantitative test.

Copies of this report may be obtained by addressing the Bureau of Standards, Washington, D. C.

TRADE NOTES FROM CHILE.

[American Commercial Attaché V. L. Havens, Santiago, July 27.]

A company has been organized to extract copper from several mines in the Department of Freirina. It has a capital of \$200,000 paper Chilean pesos (about \$33,000 United States gold). The name of the company and address of officials may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 576.

State Railways Ask for Bids on Supplies.

The State railways have asked for bids on desk supplies. The list includes rubber bands, typewriter ribbons, thumb tacks, pens, inkstands, etc. The complete list may be found on page 2720 of the *Diario Oficial*, which is on file at the Bureau of Foreign and Domestic Commerce. Bids should be made through an agent, as special forms and samples are necessary. They will be opened October 15, 1915.

Foreign Trade Matters.

The Antofagasta Nitrate Co. has been allowed to pay export duties up to \$486,650 by drafts on the Capital Counties Bank (Ltd.) and Antony Gibbs & Sons, of London.

The Anglo-South American Bank has been allowed by the Chilean Government to pay export duties by drafts on Barclay & Co. (Ltd.), of London, up to the sum of \$442,850.

The Barber Williams & Co. (Ltd.), of Liverpool, have been granted legal rights in Chile, with a capital of \$48,665, to act as agents, commission merchants, exporters and importers, bankers, expressers, shippers, etc., at the petition of Willian Percival Gamon. The names and addresses of two stockholders given are: J. Lionel Barber, 411 Tower Buildings, Liverpool; Henry Williams, 16 Fenwick Street, Liverpool.

La Sociedad Nacional pro Estudiantes Chilenos (The National Society for Chilean Students Abroad), of which the commercial attaché is a director, has been incorporated.

Electric Company Organized.

The Compañía Eléctrica de Copiapó (Electric Company of Copiapo) has been organized, with a capital of \$150,000 Chilean paper pesos (about \$25,000 United States gold, according to the value of the fluctuating paper peso), to provide electric light, power, etc., to the city of Copiapo. The company must begin operations of installation within 90 days from July 23, 1915. The temporary president, José Ramon Neira, may be addressed care of the Compañía Eléctrica de Copiapó, Copiapo, Chile.

Foodstuffs That May Be Exported.

Foodstuffs allowed to be exported from Valparaiso by presidential decree of July 15 are: Dried fruit, fresh fruit, candies, bonbons, pastilles, fruits candied and half candied, and caramels. It was also decreed that lentils could be exported from Talcahuano and Valparaiso. From the three ports of Castro, Queilen, and Quellon it was decreed that potatoes could be exported up to a total of 20,000 metric quintals.

Las Últimas Noticias of June 25, 1915, said:

The 30th of this month will end the effects of the important law which prohibits the exportation of certain food stuffs of indispensable use. The President presented a project for the extension of the law, a project which the House has already dispatched. It is indispensable that the Senate also dispatch this extension at the earliest possible date. If engrossed in electoral questions they allow a few days to go by before making this extension, there is little doubt that a considerable exportation of products would take place, which we would miss tremendously.

It is already known that the kidney-bean crop has been pretty poor. The rains caught the grain at such a harmful time that the mentioned crop has been lost in large part. Due to this, the price of this product has gone up, and it can well be imagined how much higher it will go up if a few shiploads get through to Europe. The prompt dispatch of the extension is therefore urgent.

Limit for Naval and Military Forces.

The naval and military forces for 1915 are limited by a law just passed to a total of 26,191, of which number 8,283 will belong to the standing army, 6,000 to the navy, 9,000 to conscripts for the army and 300 for the navy, 731 to the subaltern personnel of the coast artillery, and 1,800 to the carbineers.

AMERICAN COAL FOR WESTERN GREECE.

[Consul A. B. Cooke, Patras, July 28.]

The first cargo of American coal ever to reach this port, so far as the records show, arrived a few days since. The cargo was shipped from Norfolk, Va., consisting of 6,000 tons of Pocahontas coal. The collier proceeded direct to Patras, where 3,400 tons were discharged for the PAP Railway, after which the vessel proceeded to Piraeus, where the remaining 2,600 tons are to be discharged to the same railway.

The price of the coal is stated to have been 62 shillings (\$15.07) per ton c. i. f. Patras, of which 47 shillings (\$11.42) was for ocean freight and 15 shillings (\$3.65) for the coal itself. In other words, the ocean freight on American coal to this district is now more than three times the value of the coal f. o. b. ship at American ports.

Prospects indicate that this district will be forced to secure its supplies of coal from American markets for some time at least, in spite of ocean freights, since other coal markets are now cut off. The annual consumption of coal for the entire district is 60,000 to 80,000 tons, practically all bituminous. The coal is used for locomotives, for vessel bunkers, for making gas, and to a slight degree for manufacturing. Prices are quoted to this market usually "c. i. f. Patras" per long ton in cargo lots.

[The names of Greek importers of coal which were furnished by the consul may be had from the Bureau of Foreign and Domestic Commerce and its branches. Refer to file 64920.]

During the year ended March 31, 1915, Canada's exports of agricultural produce of foreign origin greatly increased while the amount of home produce exported was reduced. The figures representing the respective values are: Exports of home produce, 1915, \$134,746,000; 1914, \$198,220,000; 1913, \$150,146,000. For the same years the exports of foreign produce were valued at \$35,604,000, \$8,596,000, and \$8,810,000.

JAPAN GIVES ATTENTION TO REFORESTATION.

[Vice Consul Harold C. Huggins, Yokohama, Japan, July 10.]

The forest area of Japan is decreasing at the rate of 1,000,000 acres a year. This area is being cut away partly for timber and lumber and for firewood, and partly to make the land available for the cultivation of rice.

The actual forest area of Japan (excluding the Hokkaido, but including the Luchu Islands) for 1909 to 1913, inclusive, as given by the Government, classified according to ownership, is:

Years.	The State.	Imperial household.	Religious bodies.	Private persons.
	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>
1909.....	28,613,103	5,129,469	5,676,353	14,613,640
1910.....	26,634,192	5,123,828	6,112,903	14,177,541
1911.....	24,154,242	5,105,721	5,007,637	12,770,630
1912.....	20,523,029	4,414,349	7,073,880	14,978,040
1913.....	19,523,932	4,305,429	7,040,683	15,361,414

The total of forest lands in Japan for each year from 1909 to 1913, inclusive, therefore, was: 1909, 54,032,565 acres; 1910, 52,048,464; 1911, 47,038,230; 1912, 46,989,298; 1913, 46,231,458.

During the period for which statistics are given the forest area decreased by approximately 1,600,000 acres a year on an average. Estimating the annual decrease at this figure the forests of Japan at the end of 1914 covered about 45,000,000 acres.

Value of Forest Products.

The value of the forest products—timber, lumber, and firewoods—for these years were:

Years.	Lumber.	Firewood.	Total.
1908-9.....	\$23,810,722	\$14,223,933	\$38,034,655
1909-10.....	22,834,970	15,104,213	37,939,183
1910-11.....	21,293,737	13,928,926	35,222,663
1911-12.....	22,436,157	14,753,437	37,189,594
1912-13.....	24,045,634	15,222,534	39,268,168

The sale of timber from Government-owned forests is a source of considerable revenue to the State. In 1914 the budget for the fiscal year 1913-14 estimated this revenue at \$5,359,845, in which are included the receipts from the sale of State-owned forest lands. The expenditures for upkeep, supervision, and reforestation were estimated at \$2,326,811, giving the Government a profit of \$3,033,034. In 1914, the Imperial Diet having been dissolved before the budget for the ensuing year was passed, in accordance with the provisions of the constitution, the budget for the preceding year, 1913-14, was continued for another year without change.

Values of Exports of Lumber.

The revenue from forests is made up of the sale of forest products and the proceeds of forest land sales, which are somewhat extensive, as will be seen from the very marked decrease in the acreage of the

State forest lands: The values of exports of timber, lumber, and firewood for the years 1912-1914, inclusive, were:

Classes of wood.	1912	1913	1914
Railway ties	\$873,091	\$962,523	\$1,208,124
Telegraph poles	39,085	29,374	23,708
Tea-box boards	584,452	547,015	711,463
Match splints	112,381	113,953	136,245
Wood shavings for match boxes	89,736	88,060	103,203
Wood shavings, etc.	25,998	43,440	43,359
Other lumber	2,023,742	3,217,200	3,089,489
Charcoal	149,405	153,107	121,714
Bamboo	214,197	255,283	242,420

Extensive efforts are being made to increase the acreage of forest lands by planting surfaces now cleared off with young trees of quick growth. It has been urged that it is necessary to replant all surfaces as soon as they are cleared for commercial purposes in order to lessen the great loss annually caused by floods in the mountains. In order to accomplish this, better supervision of these afforestation measures by the Government is asked for, and greater subsidies will have to be granted by the prefectural and central government authorities. With the increase in railway communications throughout the Empire it may be expected, however, that a great decrease in the forest area will become apparent, due to greater facility of transportation to the central markets and consequent higher profits of lumbering. The result of this will be that the need of efficient reforestation measures will be more urgent.

[An article on "Lumber Trade and Afforestation in China" was published in *COMMERCE REPORTS* for July 19, 1915.]

DIFFICULTIES IN DEALING WITH AMERICAN FIRMS.

Consul Samuel H. Shank reports that various practical difficulties confront the Palermo, Italy, consulate in its efforts to extend American trade, even after the interest of local dealers has been aroused. The lack of direct steamship service from America to that port is frequently, in itself, an insurmountable obstacle. The cost of transshipment at Genoa and Naples is often equal to the total cost from New York to Naples.

In connection with certain orders for leather and shoe findings, given by an Italian firm to a number of American concerns, the former states, in a letter to Consul Shank, that it has been able to do very little business with the American houses. The letter continues: "The difficult terms imposed by the American firms would alone be sufficient to stop every initiative. The high rate of exchange and cost of freight and insurance make the prices of goods here almost double that of some months ago—prices that can not be accepted save by those few who had already assumed contracts. It is also to be deplored that there is a great delay in the arrival of merchandise from America. It takes from 60 to 70 days from the time the order is transmitted, whereas 45 days at the most should be sufficient."

Knives for cutting sugar cane are in great demand in Cuba.

FOREIGN TARIFFS.**AUSTRALIA.**

[Commonwealth of Australia Gazette, June 10, 1915.]

Prohibition on Certain Essences.

A proclamation of June 9, 1915, prohibits the importation into Australia of essences of whisky, rum, brandy, and cognac, and of oil of cognac.

[Commonwealth of Australia Gazette, June 26, 1915.]

Prohibition on Citrus Plants.

In order to prevent the introduction into Australia of citrus or Japanese canker and other diseases of citrus plants, a proclamation was issued on June 21, 1915, prohibiting the importation into Australia of citrus plants (except citrus fruits) from any part of the world. The term "citrus" is to include all plants belonging to the subfamily or tribe Citratæ.

CANADA.

[Customs Memorandum No. 1937B, Aug. 14, 1915.]

Quarantine Order against Minnesota.

The following ministerial order was issued by the Department of Agriculture on August 13, 1915:

Under the provisions of "The Animal Contagious Diseases Act," for a period of three months from this date, the importation or introduction into Canada of animals, or of the flesh, hides, wool, hoofs, horns, or other parts of animals, or of hay, straw, fodder, or manure from the State of Minnesota, United States of America, is hereby prohibited, with the special reservation provided under the order of May 9, 1915. [For the provisions of the order of May 9, 1915, see COMMERCE REPORTS of June 7, 1915.]

ITALY.

[Board of Trade Journal, July 8, 1915.]

Temporary Free Importation of Grain and Flour.

An Italian decree of June 20, 1915, extends until December 31, 1915, the period for the free importation of grain and flour, in effect since February 1, 1915.

NETHERLANDS.

[Board of Trade Journal, July 22, 1915.]

Free Importation of Certain Fresh Fruits and of Antiques.

According to a law of the Netherlands, dated June 19, 1915, fresh oranges, mandarins, lemons, and bananas are to be admitted free of duty. These articles were formerly considered as included under the heading "Fresh or dried fruit not specially mentioned," for which the rate of duty is 5 per cent ad valorem. The same law also provides that antiques, defined as objects or parts of objects which are proved to be more than 70 years old, are exempt from duty upon importation through certain customhouses to be designated by a later decree.

RUSSIA.

[Vyestnik Finansov, June 5 (July 18), 1915.]

Exemption from Surtax.

A customs circular of June 26 (July 9), 1915, provides that the surtax of 20 per cent of the duty applicable to imports over the western

land frontier is not to apply to imports from Sweden to Finnish ports by sea, even when brought to their ultimate destination in Russia over the land frontier. [For note on application of the surtax to imports from Sweden, see **COMMERCE REPORTS**, July 27, 1915.]

[*Vyestnik Finansov*, July 12 (25), 1915.]

Surtax on Parcel-Post Shipments.

In accordance with a customs circular of July 2 (15), 1915, the 20 per cent surtax applicable to imports over the western land frontier is now to be applied to all parcel-post shipments, in view of the fact that all such shipments now reach Russia by way of Sweden.

Changed Classification of Knit Gloves.

A customs circular of July 8 (21), 1915, calls attention to a recent ruling by which knit gloves with embroidered pointings are transferred from tariff No. 205, which covers knit goods, to No. 208, which deals with embroideries. The change in classification, by which the rates of duty are more than doubled, is due to the suspension of the commercial treaty with Germany, which provided for the classification of knit gloves, even with pointing of silk, under tariffs No. 205, without any surtax. The new classification affects imports from all countries.

ELECTROLYSIS MITIGATION IN ELYRIA, OHIO.

Changes in the feeding distances of the power house are recommended in the preliminary report on electrolysis mitigation in Elyria, Ohio, made by Burton, McCollum, and K. H. Logan, in the form of a paper which has been issued by the Bureau of Standards, Department of Commerce.

From data furnished by the city and the Cleveland Southwestern and Columbus Railway Co. the feeding distances of the Elyria power house are found to be too long and the potential gradients too high. It is recommended that the gradients be reduced to 0.3 volt per 1,000-foot average for 24 hours by the addition of a substation, the interconnection of the tracks of the two electric railways, and the installation of an insulated return-feeder system.

The saving in power due to the reduced feeding distance is shown to be more than sufficient to pay the annual charges on the additional investment of \$34,373. The plan provides for 800 kilowatts additional substation capacity, improved operating conditions, and substantial elimination of electrolysis.

Copies of this report may be obtained by application to the Bureau of Standards, Washington, D. C.

Spanish sales of manufactured articles to foreign countries during the first four months of this year reached a total nearly three times that for the corresponding months of the preceding two years. The value of the manufactured goods exported in this year's period was 225,375,000 pesetas (peseta=19.3 cents), while the value represented in the corresponding period of 1914 was 78,094,000 pesetas, and in 1913, 81,165,000 pesetas.

UNITED STATES LEADS WORLD IN EXPORTS.

For the first time in its history the United States leads the world as an exporter. Occasionally it has surpassed the United Kingdom in the exportation of domestic products, but it was only in the fiscal year ended June 30, 1915, that the total American exports, domestic and foreign, exceeded those of the United Kingdom.

The total exports in the fiscal year 1915 aggregated \$2,768,600,000, as against \$2,170,100,000 for the United Kingdom, the figures representing in the case of the United States an increase of 17 per cent and in the case of the United Kingdom a decrease of 30 per cent when compared with last year.

American exports in the fiscal year 1915 included domestic products to the value of \$2,716,200,000, against \$2,329,700,000 in 1914; and foreign products, \$52,400,000, against \$34,900,000 in the preceding year. British exports in the same periods included British and Irish produce, \$1,744,100,000 in 1915, against \$2,557,200,000 in 1914; and foreign and colonial produce, \$426,000,000 in 1915, compared with \$526,500,000 in 1914.

The following table, from official reports on file in the Bureau of Foreign and Domestic Commerce, reviews the growth of exports from the United States and the United Kingdom at 20-year intervals during the past century:

Years.	American exports.	British exports. ^a	Years.	American exports.	British exports.
1815	\$50,000,000	\$285,300,000	1875	\$513,400,000	\$1,370,500,000
1835	115,000,000	443,600,000	1895	867,500,000	1,391,000,000
1855	218,900,000	567,900,000	1915	2,768,600,000	2,170,100,000

^a Years ended Dec. 31, except 1915, which relates to the year ended June 30.

The great industrial development of the United States during the century is illustrated by the increase in exports of manufactures. In 1821, the earliest year for which figures are available, exports of manufactures were valued at \$8,000,000; in 1915 they aggregated \$1,166,000,000, exclusive of foodstuffs.

OLIVE CROP IN ANDALUSIA.

[Consul Wilbur T. Gracey, Seville, Spain, Aug. 1.]

The olive-oil market in July was depressed. Exports were limited to old contracts. Prices were very unsatisfactory to the producers, who, because of the market inactivity, had to meet the offers of buyers. Direct shipping facilities to the United States, the only foreign country which affords a favorable market at present, have been meager, and for this reason shipments of green sulphur oil, which has recently shown marked activity, have been small.

The general prospects for the new crop continue bright, although now and then a pessimistic note is heard. Local storms have done slight damage to the trees in a few localities, but the general opinion is unchanged that the yield will be abundant.

French imports of sugar totaled 117,952 metric tons in the first four months of 1915, as against 36,098 tons in the corresponding period last year and 24,549 tons in January-April, 1913.

RADIO UNCERTAINTY IN MEXICAN WATERS REMOVED.

Reports of delays in the commercial radio service from San Diego, Cal., to Mexican waters have resulted in the issuing of new instructions from the Pacific coast superintendent of radio, with the object of removing the uncertainty that has existed regarding the delivery of messages to their ultimate destinations. These instructions require that should the traffic to Mexican waters be subject to delay, the office of origin should be so advised in time to permit messages to be sent by another route.

The superintendent at San Francisco, in issuing these orders, says that the difficulties attending commercial traffic between San Diego and vessels in Mexican waters and to Mexican ports via vessels at anchor in them are fully appreciated. He says it has been noted that when the *Colorado* or a ship equipped with high-powered apparatus is in Mexico but little delay, if any, is encountered in the transmission of commercial messages between these points, but when messages have to be sent from San Diego to vessels with small power sets, such as the *Denver* or *Raleigh*, it is realized that there is liable to be considerably delay.

As all the complaints received have been in effect that delay in transmission has practically made the message of no value to the sender, the instructions recently given are not only that delayed service in Mexican waters should be reported, but also that a service message should be sent to the office of origin within 24 hours after the receipt of a commercial message for Mexican waters if it has not been delivered. Such a message is to include the statement: "Will hold eight days unless otherwise instructed." This will permit the sender to cancel the message if he desires. At the end of the eight days, if the message is still undelivered, another service message is to be sent to the office of origin.

It will continue to be the practice of the radio station to keep the local offices of the Western Union and Postal Telegraph Companies in San Diego informed as to the status of commercial radio communication to Mexican waters. The Pacific coast superintendent of radio is in communication with officials of the telegraph companies, with the San Francisco Chamber of Commerce, and with companies in San Francisco which are using the service, and has requested them to inform him immediately of any complaints in regard to the traffic, so that steps may be taken promptly to avoid future delays.

A report covering these matters has been forwarded to Lieut. Commander S. W. Bryant, U. S. N., acting superintendent of Naval Radio Service, at Radio, Va.

TOOL CHESTS DESIGNED FOR LIGHT STATIONS.

A new type of tool chest for use at light stations, containing all tools that are required by keepers in ordinary repair work at stations, has been designed and equipped in the third United States lighthouse district. The cost of this chest, complete with tools, will be about \$30.

The Bureau of Lighthouses states that it is also proposed by the third inspector to design a similar chest, to be fitted with pipe and machine tools, for use at oil-engine stations, and to be furnished to such stations in addition to the carpenter chest.

CEMENT DRAINTILE IN ALKALI SOILS TESTED.

An investigation conducted by the Bureau of Standards, Department of Commerce, covering a year's period, into the durability of certain cement mixtures in the manufacture of drintile to be used in alkali soils, has resulted in conclusions which are announced.

The bureau states that drintile made from cement mixtures leaner than one part cement to three parts of aggregate should not be used in localities where the character of the alkali and concentration are similar to that found at the site of the experimental drains that it has maintained at Grand Junction, Colo., Montrose, Colo., and Garland, Wyo. It expresses the opinion that subsequent results may show that no leaner mixture should be used in any district where appreciable alkali is found. It has found, however, that drintile manufactured of one part cement to four parts of aggregate, the leanest mixture used, has apparently been unaffected structurally by exposure for one year in an operating drain in localities where the character of the alkali and the concentration are similar to those found at Fort Shaw, Mont.; Sunnyside, Wash.; Yuma, Ariz.; and Roswell, N. Mex.

These conclusions are valuable because of the expenditure of several millions of dollars annually in the drainage of irrigated lands in the West, and irrigation engineers, drainage engineers, and farmers may learn the results in detail from Technologic Paper No. 44, issued by the Bureau of Standards, on this subject. The work is being done in cooperation with the United States Reclamation Service, the Drainage Division of the Department of Agriculture, and the Association of American Portland Cement Manufacturers. The Bureau of Standards would be pleased to receive information concerning the behavior of concrete exposed to strongly alkaline soil which may come to the attention of engineers or others interested in the use of concrete under these conditions. Copies of the paper may be had by addressing the Bureau of Standards, Washington, D. C.

Course Followed in Work of Investigation.

The work of investigation comprises the manufacture of 9,000 drintiles of 16 different varieties, their shipment to projects in Colorado, Wyoming, Montana, Utah, Washington, Arizona, and New Mexico, and to fresh-water projects in Minnesota and Missouri, and their installation in operating drains in districts where the alkali is greatly concentrated and in most cases where concrete failures were reported to have occurred. The extension of this work involves the placing of concrete blocks in most of these districts, as well as in others located in South Dakota and Nevada.

Several tiles of each type are removed from the drain each year and tested at the site in a portable tile-testing machine. Conclusive results probably will not be available for several years, but the details of this investigation and the results of the first year's tests are published at this time because of their economic value in demonstrating to those who are now using or considering using cement drain tile that special care should be observed to employ only the best materials and good workmanship in its fabrication, and if these precautions are not observed failure will result if the drain is located in some of the more concentrated alkali soils similar to those found at Grand Junction, Colo., and Garland, Wyo.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers and signal letters designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the week ended August 21, 1915:

Name.	Official number.	Signal letters.	Tonnage.		Year built.	Where built.	Home port.
			Gross.	Net.			
SAIL.							
Schooner:							
George S. Smith.....	213574	LFNQ	577	495	1915	Phippsburg, Me.....	Boston.
Sloop:							
Omaha.....	213577		7	7	1915	Mayaguez, P. R.....	San Juan.
POWER.							
Gas screw yacht:							
Myrtle.....	213579		21	15	1915	Elizabeth City, N. C.	Elizabeth City.
Penguin.....	213561		18	8	1915	Camden, Me.....	Bridgeport.
Gas stern wheel:							
David.....	213557		7	6	1915	Parkersburg, W. Va.	Pittsburgh.
Tom.....	213578		13	11	1915	Nashville, Tenn.....	Nashville.
Walter W. Schaefer.	213582		38	38	1915	Washington, Mo.....	St. Louis.
Gas screw:							
Carl F.....	213583		23	16	1915	Bay St. Louis, Miss.	Gulfport.
Ilmo.....	213558		9	7	1914	East St. Louis, Ill.	St. Louis.
Irene I.....	213559		19	16	1915	Chicago, Ill.....	Chicago.
J. Q. Adams.....	213584		13	6	1915	Eclipse, Va.....	Norfolk.
Louise.....	213567		11	8	1915	Elton, La.....	Morgan City.
Mirth.....	213575		11	9	1915	St. Louis, Mo.....	St. Louis.
Nina Palmer.....	213568		12	9	1911	Mathews, Va.....	Newport News.
Olcott Junior.....	213576		6	5	1911	Springfield, Mass.....	Boston.
Olivia.....	213560		22	12	1916	Rockport, Mass.....	New Bedford.
Pilot No. 1.....	213564		15	10	1915	Astoria, Oreg.....	Astoria.
Primrose.....	213569		11	8	1915	Toledo, Oreg.....	Portland, Oreg.
Ruby.....	213562		12	8	1915	Juneau, Alaska.....	Juneau.
Show Me.....	213563		9	7	1913	Alton, Ill.....	St. Louis.
Speculator.....	213581		13	9	1915	Seattle, Wash.....	Seattle.
Steam stern wheel:							
Delrie.....	213572		189	177	1915	Wenatchee, Wash...	Do.
Steam screw:							
Bethlehem.....	213565		167	114	1915	Port Richmond, N. Y.	New York.
Communiapaw.....	213407	LFKS	3,710	2,352	1893	Stettin, Germany..	Do.
Daniel W. Bigoney.	213580		107	73	1915	Port Richmond, N. Y.	Do.
Iowa.....	213566		99	52	1915	Cleveland, Ohio.....	Duluth.
Mukilleo.....	213571	LFNP	1,103	827	1915	Raymond, Wash.....	San Francisco.
Sam Waller.....	213570		99	67	1915	Baltimore, Md.....	Baltimore.
UNRIGGED.							
Barge:							
Liverpool.....	166099		6	6	1913	Havana, Ill.....	Peoria.
Dredge:							
Ferdinand.....	166100		460	460	1915	Schellingers Land-ing, N. J.	Philadelphia.
Scow:							
A. 42.....	166102		161	161	1911	Baltimore, Md.....	Baltimore.
Rose No. 9.....	166101		15	15	1915	Eagle Harbor, Wash.	Seattle.

* Foreign-built vessel admitted to American registry under the act of Aug. 18, 1914.

The total number of foreign-built vessels admitted to American registry under the act of August 18, 1914, to August 21, 1915, was 159, of 559,763 gross tons. The total admitted since June 30, 1915, was 11 vessels, of 36,402 gross tons.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau and its branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Quinine, No. 18125.—The Ministry of Finance of the Hellenic Government has published a call for bids for supplying the State with a quantity of quinine and allied products, the details of which are set forth in the Royal Gazette for July 13/28, 1915, which may be examined at the Bureau or its branch offices. (Refer to file No. 64727.) Bids must be presented not later than September 14, 1915. A local agent may be named to submit offers if desired and a bond of \$400 gold must be deposited to guarantee fulfillment of the contract. An American consular officer has transmitted the names and addresses of a number of firms which are in a position to act as agent.

Writing paper, pens, etc., No. 18126.—An American consular officer, who is now in the United States, reports the name and address of a business man in Serbia who is in the market for writing paper of all kinds, pens, pencils, underwear, caps, etc. Correspondence may be in English.

Chemicals and drugs, No. 18127.—A firm in the United States writes the Bureau that its branch office in Spain desires cable quotations on lactic acid, formic acid, oxalic acid, formol, naphthalene, sodium sulphide, tinctorial and tanning extracts. Quotations should be made f. o. b. New York. Correspondence and samples may be forwarded to the office in the United States. It is stated that suitable arrangements for payment will be made.

Tires, air hose, etc., No. 18128.—A dealer in rubber goods in Norway informs the Bureau that he is anxious to form commercial relations with American manufacturers of pneumatic tires for automobiles and bicycles and solid tires for motor trucks; also air hose for pneumatic tools. The man desires to act on an agency basis. Bank references given.

Shoe polish, buttons, etc., No. 18129.—An American consular officer, who is now in the United States, reports that a business man in Serbia desires to form commercial relations with American manufacturers and exporters of shoe polish, horn and metal buttons, needles, thread, straps, drinking cups, spoons, knives, and forks. Correspondence should be in French or German.

Cotton goods, paper, drugs, etc., No. 18130.—The Bureau is in receipt of a letter from a firm in the United States stating that a business man in Peru desires to receive the names and addresses of American manufacturers and exporters of cotton goods, dress goods, paper, and supplies for drug stores. The man is especially interested in hosiery and underwear.

Chiffons, laces, etc., No. 18131.—A firm in Canada writes the Department of Commerce that it desires to receive the names and addresses of American manufacturers and exporters of veils, chiffons, laces, etc.

Agricultural implements, etc., No. 18132.—An American consular officer who is now in the United States reports the name and address of a merchant in Serbia who desires to represent American manufacturers and exporters of agricultural implements, cash registers, typewriters, hardware, building material, machines for cutting ham and bacon, lavatory and toilet supplies, rope, twine, etc.

Raw wool, nuts, etc., No. 18133.—The Department of Commerce is in receipt of a letter from a business man in Greece who desires to establish commercial relations with American importers of raw wool, almonds, etc.

Turkeys, No. 18134.—One of the commercial attachés of the Department of Commerce writes that he is in receipt of a communication from a firm in Australia which desires to receive the names and addresses of American exporters who are in a position to supply turkeys for that market.

Extract of quebracho, No. 18135.—An American consular officer, who is now in the United States, reports that a business man in Greece desires to receive cable quotations on 250 to 300 barrels of extract of quebracho to contain 65 per cent tannin. Quotations should be made c. i. f. port of delivery. The man is also interested in flour, mineral oils, etc. It is stated that confirmed credit will be established in New York City.

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No. 202

Washington, D. C., Saturday, August 28

1915

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PERUVIAN REVENUES BELOW BUDGET ESTIMATE.

[Consul General William W. Handley, Callao-Lima, Peru, July 31.]

The customs and fiscal revenues of the Peruvian Government during the first six months of 1915 showed the effects of the European war. The revenues as set forth in the budget were estimated at \$6,928,135, but the actual receipts amounted to only \$5,761,498, showing a decrease in the total revenues of the nation for the six months ended June 30, 1915, of \$1,166,637. The amounts for the various sources of revenue were:

Sources.	Budget estimates.	Actual receipts.	Sources.	Budget estimates.	Actual receipts.
Customs revenues, maritime.....	\$1,746,782	\$1,553,470	Telegraph.....	\$72,998	\$79,390
Customs revenues, river.....	97,330	150,107	Alcoholic beverages.....	218,992	196,607
Alcohol tax.....	1,102,749	602,711	Gnano.....	154,234	15,593
Sugar.....	173,328	177,770	Police fines.....	97,330	131,475
Matches.....	55,201	78,736	Provincial taxes.....	47,832	14,582
Salt monopoly.....	644,373	639,830	Stocks.....	7,796	4,215
Tobacco monopoly.....	1,268,081	995,997	Various taxes.....	900,634	851,458
Opium monopoly.....	34,835	35,950			
Alcohol, denatured.....	47,449	47,177	Total.....	6,928,135	5,761,498
Post office.....	223,441	186,125			

The estimated revenues of the Government for 1914, as set forth in the annual budget, were calculated at \$16,124,645. Of this amount, \$7,972,783 was collected during the first six months of the year and \$6,244,690 in the second half of the year. In other words, the actual receipts of the Government during 1914 were \$1,907,172 less than the official estimates.

[A report on the Peruvian customs and fiscal revenues for 1914 was published in COMMERCE REPORTS for June 4, 1915, and on the customs revenues for the first six months of 1915 in the issue of Aug. 2, 1915.]

DECREASED RECEIPTS OF HUNGARIAN RAILWAYS.

[Consul General William Coffin, Budapest, Hungary, July 31.]

The Hungarian State Railways have a total length of 5,505.5 miles. According to the latest official statistics the receipts during the month of April amounted to \$5,961,068, in contrast with \$6,593,088 during the corresponding month of 1914, or a decrease of \$73.50 per kilometer (0.62 mile).

The total receipts from July 1, 1914, to April 30, 1915, were \$60,774,001, as compared with \$69,369,838 for the corresponding period of the previous year.

CANADA'S RURAL MAIL SERVICE GROWING RAPIDLY.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 18.]

Rural mail routes have been established in the Province of Prince Edward Island and all of old Ontario, while in Quebec, Nova Scotia, and New Brunswick a great advance has been made in bringing prompt mail delivery to the farm. On the prairie and in British Columbia this necessary service has also been widely extended. (Old Ontario is that portion of the Province which constituted its total area previous to 1912, when a part of the Northwest Territory was annexed. The former area was 260,862 square miles, the present area 407,262 square miles.)

Number of Rural Mail Routes and Boxholders.

In 1911 only 16,015 families were served with rural mail delivery. Last March the number was 127,407, an increase of 800 per cent. The present numbers of rural mail routes and boxholders in Canada are:

Provinces.	Routes.	Boxholders.	Provinces.	Routes.	Boxholders.
Prince Edward Island:			Manitoba:		
Sept., 1909.....	32	400	Sept., 1909.....	28	143
Sept., 1911.....	49	922	Sept., 1911.....	29	263
Mar., 1915.....	157	7,061	Mar., 1915.....	70	1,153
Nova Scotia:			Saskatchewan:		
Sept., 1909.....	5	36	Sept., 1909.....	11	87
Sept., 1911.....	19	247	Sept., 1911.....	12	181
Mar., 1915.....	101	2,957	Mar., 1915.....	38	767
New Brunswick:			Alberta:		
Sept., 1909.....	14	156	Sept., 1909.....	15	154
Sept., 1911.....	50	870	Sept., 1911.....	23	363
Mar., 1915.....	204	5,068	Mar., 1915.....	59	921
Quebec:			British Columbia:		
Sept., 1909.....	8	14	Sept., 1909.....	11	102
Sept., 1911.....	27	269	Sept., 1911.....	16	322
Mar., 1915.....	426	15,035	Mar., 1915.....	52	2,216
Ontario:					
Sept., 1909.....	158	2,171			
Sept., 1911.....	389	12,578			
Mar., 1915.....	1,805	52,210			

The increase by Provinces from September, 1911, to March, 1915, is indicated by the respective figures in those months for routes and box holders, which are:

Provinces.	Routes.		Boxholders.	
	Sept., 1911	Mar., 1915	Sept., 1911	Mar., 1915
Prince Edward Island.....	17	118	522	6,130
Nova Scotia.....	12	92	211	2,710
New Brunswick.....	36	154	614	4,218
Quebec.....	19	399	255	14,766
Ontario.....	231	1,416	10,407	79,632
Manitoba.....	1	41	120	839
Saskatchewan.....	1	26	94	586
Alberta.....	8	36	208	558
British Columbia.....	5	36	220	1,894

From these figures it is seen that the increase has been very large in each of the individual Provinces, and that no portion of Canada has been neglected in this extension of service.

Two-cent postage on letters to England has been indorsed by the Postal and Telegraphic Commission of the French Chamber.

JAPANESE TRADE-EXPANSION PROPAGANDA IN CHILE.

[Consul General L. J. Keena, Valparaíso, July 27; supplementing cable dispatch from Commercial Attaché Havens in COMMERCE REPORTS for Aug. 13, 1915.]

In the month of September of this year there will be opened to the public in Santiago, Chile, an exposition of Japanese-made goods. The exposition will be under the direction of the Toyo Kisen Kaisha Steamship Co., of Yokohama, Japan. This company operates a line of steamers (14,000 tons and upward) between Japan and Chile.

The arrangement of the exposition will be personally supervised by Mr. Moumoto, director general of the Toyo Kisen Kaisha Steamship Co., who is expected to arrive at Valparaíso within a few days.

In an interview published in the local press Mr. Z. Amari, secretary of the Japanese Legation in Chile, and who is now in Valparaíso to meet Mr. Moumoto, stated that Japan was actively seeking to extend its products in Chile, and owing to the present condition of European export markets considered that the present was a most favorable moment to bring Japanese merchandise to the attention of the Chilean buying public.

Particular attention will also be given to effecting an increased exchange of products between Japan and Chile.

In 1913 Japan ranked eighteenth in the order of importance of countries supplying the Chilean import market. Total imports from Japan for that year amounted to \$141,153 (United States currency), of which \$69,095 represented textile manufactures, \$29,990 vegetable products, \$10,167 animal products, \$7,908 mineral products, \$3,989 arms and ammunition, and \$11,879 classified as various.

Exports from Chile to Japan in 1913 totaled \$1,333,481, of which \$1,332,317 was nitrate of soda and \$1,104 animal products.

Japan in 1913 ranked tenth in order of importance of the countries receiving Chilean exports.

JUNE IMPORTS OF COAL AT RIO DE JANEIRO.

[Consul General A. L. M. Gottschalk, Rio de Janeiro, Brazil, July 27.]

Importations of coal from all sources into Rio de Janeiro during June, 1915, with names of vessels, their nationalities, and ports of origin, were:

Vessel.	Nationality.	Port of origin.	Tons.
Pembrokeshire.....	British.....	Newport.....	2,696
Hannah.....	British.....	Cardiff.....	5,346
Tredgar Hall.....	do.....	B. dock.....	5,072
Oostijk.....	Dutch.....	Cardiff.....	3,968
Helmsdale.....	British.....	do.....	1,077
Kortenaar.....	Dutch.....	do.....	2,231
Albert Hall.....	British.....	Norfolk.....	6,630
Rebecca Palmer.....	American.....	do.....	3,558
Malbourn P. Smith.....	do.....	Newport News, Va.....	953
Kenwood.....	do.....	do.....	1,346
Crossby.....	British.....	New Castle.....	5,190
Wagama.....	Norwegian.....	Norfolk.....	7,058
Merity.....	Brazilian.....	Newport News, Va.....	5,077
Kanawha.....	American.....	do.....	2,759
Massdijb.....	Danish.....	Norfolk.....	7,229
Fairmount.....	British.....	do.....	2,456
Cora F. Crassy.....	American.....	do.....	3,560
Oakley C. Curtis.....	do.....	do.....	3,257
Mary F. Barrett.....	do.....	do.....	2,531
Dartmouth.....	British.....	Cardiff.....	4,067
Rio Preto.....	Brazilian.....	Philadelphia.....	4,800
Malcolm Baxter.....	American.....	Norfolk.....	2,415
Total.....			83,296

POSTAL SERVICE BETWEEN UNITED STATES AND BRAZIL.

[Consul General Alfred L. Moreau Gottschalk, Rio de Janeiro, Brasil, July 10.]

The United States, as compared with Europe, is at a disadvantage in its commercial transactions with South America. Before the outbreak of the European war the following steamship companies maintained a regular service between New York and Rio de Janeiro: Hamburg-American Line (German), Prince Line (British), United States and Brazil Steamship Line (American), Lamport & Holt Line (British), and Lloyd Brasileiro Line (Brazilian).

The first-named line has, since the outbreak of the war, discontinued its service entirely, and the second has discontinued its passenger service, so that only the last two lines named, one British and the other Brazilian, carry passengers and aim to reach their final destinations without the long delays incidental to freight-carrying operations.

The Lamport and Holt Line (British), which before the war maintained a biweekly passenger service, lost one of its vessels—the *Van Dyck*—through the hazard of war and has taken off at least one other vessel. It also varies its itineraries and announces its definite sailing dates on comparatively short notice, so that its present service, while the most rapid that is now available, is very irregular.

The Lloyd Brasileiro Line, which now carries considerable mail since its recent extension of passenger service with the United States, usually makes a slower voyage by reason of its numerous coastwise stops to load and discharge freight and passengers.

Statistics of Time Consumed in Transit.

The statistics that follow (prepared by Vice Consul Momsen) are compiled from the register of correspondence at this consulate general, and show during the period from January 1, 1914, to the present the dates (during certain representative months*) on which mails have been received at and dispatched from this office, with a statement of the time required for letters to reach this port from the United States. This has been done by ascertaining the time elapsed between the original date of each letter received and the time of its receipt at this office. For each mail received here note was taken of the time consumed in transit and a general average struck.

United States mail received.	United States mail dispatched.	Average number of days from date of letter to date of receipt.	Number of letters on which average is based.	United States mail received.	United States mail dispatched.	Average number of days from date of letter to date of receipt.	Number of letters on which average is based.
1914.	1914.			1915.	1915.		
Jan. 6		28	13	Feb. 12	Feb. 2		
Jan. 13		25	25		Feb. 15	33	54
Jan. 26	Jan. 14	25	49	Feb. 25	Feb. 23	29	42
May 5	Jan. 28	30	22	Apr. 12	Apr. 9	33	61
May 12	May 6	28	32	Apr. 30	Apr. 20	27	42
May 25	May 19	26	50		Apr. 30		
Nov. 9	May 29	21	33	June 1	June 1		
Nov. 16	Nov. 11	34	63	June 14	June 8	35	26
Nov. 23		26	54	June 17	June 16	31	48
	Nov. 28			June 25	June 22	31	35

* As submitted by Consul General Gottschalk, this formed a complete list of mails received from and sent to the United States. Requirements of space have necessitated omissions.

The lowest average number of days was 22 and the highest 37. A low average is usually evident in cases when a ship departed from New York a few days after another which had carried mail—thus carrying only correspondence mailed within a few days prior to the date of departure—while the high average may be attributable either to a long lapse of time between ships or to long stops at intermediate ports, or to both causes combined.

While the few isolated and exceptional cases that follow may be attributable to delay on the part of the senders actually to mail their letters or to the possibility of these having been miscarried in the foreign mail, they are of interest to note:

Number of days from date of letter to date of receipt.	Number of letters.	Number of days from date of letter to date of receipt.	Number of letters.
107.....	1	59.....	1
100.....	1	58.....	2
65.....	1	57.....	1
62.....	1	55.....	1
61.....	2	53.....	1
60.....	1	52.....	1

Disadvantages of Present Service—American Fast-Mail Line Needed.

The only remedy that can be suggested to alleviate this very slow, irregular, and unsatisfactory mail service between the United States and Brazil, which places our merchants at a disadvantage as compared with our European competitors (who still, in spite of war conditions, have fast passenger ships several times a week, making the trip to Genoa in as short a time as 12 days), would be the establishment of an American fast-mail line. That such a service is needed is obvious. It would be welcomed here by merchants of all classes trading with the United States, and besides facilitating the carrying of the mails it would insure faster deliveries of cargoes—delay in this latter respect causing the loss of large orders to American manufacturers. Travel for pleasure and business between the east coast of South America and the United States would also be much increased. At present there exists among the American people a reluctance to visit these countries, by reason of the slowness, irregularity, and discomfort of passenger service.

AUTOMOBILE OWNERS IN AZORES.

[Consul Walter H. Schulz, St. Michael's, Aug. 7.]

Of possible interest to American automobile interests is a list of the automobile owners of St. Michael's, just secured from the municipal authorities. There are about 100 cars in the island, many owners having one or more cars which may be had on hire. A considerable number of popular-priced American cars may be found among the number.

[The list referred to may be had from the Bureau of Foreign and Domestic Commerce and its branch offices; refer to file 64796.]

RUSSIAN GRAIN ELEVATORS.

[Compiled from Explanatory Memorandum of the Russian Minister of Finance to the Draft Budget of the Empire for 1915, Part II.]

A plan was adopted in 1911 to construct in the Provinces of Orenburg, Ufa, Samara, Simbirsk, Penza, Tambof, and Voronezh, and in the Don Cossack Territory 84 grain elevators, with an aggregate capacity of 1,062,000 short tons. During the second half of 1911 the construction of the elevators was begun, and by January 1, 1913, three elevators were completed and opened for operations which had an aggregate capacity of 45,000 short tons of heavy grain. During 1913, six more elevators were opened, with a total capacity of 58,000 tons, and during 1914, 12 elevators, with a capacity of 129,000 tons.

Location and Capacity of Elevators in Operation.

It has been necessary to change some of the plans, and the total number of elevators now projected is 81, with a capacity of 1,031,000 tons, of which 21 were in operation on January 1, 1915. The location and capacity of the elevators in operation on that date are shown in the following table:

Location.	Short tons.	Location.	Short tons.
Tambof Province:		Samara Province—Continued.	
Griazy station	31,000	Bogatoe station	5,000
Torbejevo station	9,000	Sorotchinsk station	13,000
Tambof	14,000	Bugulma station	11,000
Mordovo	11,000	Don Cossack Territory:	
Tokarevka	11,000	Millerovo station	11,000
Voronezh Province:		Saratof Province:	
Valouiki station	9,000	Ekaterinovka station	9,000
Liski station	9,000	Serdobsk station	9,000
Talovais station	9,000	Balanda station	14,000
Samara Province:		Orenburg Province:	
Tolkai station	5,000	Platovka station	11,000
Abdulin station	13,000	Penza Province:	
Buguruslan	11,000	Saransk station	14,000
Neprik station	5,000		

Twelve elevators, of 131,000 tons capacity, were to be opened during the first half of 1915, and thus, for the harvest of 1915, the State Bank was to have at its disposal 33 elevators, with a total capacity of 360,000 tons.

Cleaning and Standardizing the Grain—Commission Business.

According to the instructions confirmed November 5, 1914, the elevators not only store and clean the grain but also undertake sorting operations, advance money on grain, and sell on commission. To enable small producers to use the bank's elevators, the minimum quantity of grain taken at the elevators has been fixed at 900 pounds, and standardization and the amalgamation of small deposits into larger ones have been introduced. The financial year of the State Bank elevators begins on July 1, coinciding with the beginning of the corn campaign. The first full working year was 1913-14, and four elevators (at Griazy, Valouiki, Tolkai, and Abdulin) were in operation during the entire 12 months, which took in 54,000 tons of cereals. The grain received for storage was standardized unless the owners objected, and the amount of grain standardized was 25,000 tons. Considering that standardization is possible only in

the case of grain fulfilling the conditions for responsible storage (when it is dry and contains little extraneous matter), it appears that three-quarters of the grain accepted for responsible storage (34,000 tons) was standardized.

The grain delivered at the elevators, at the desire of the owners, was cleaned and manipulated by the cleaning apparatus of the elevators—separators, tare and awn removers. At the four elevators, 60 per cent of the total amount of grain delivered for storage underwent cleaning. Storage of grain was effected by 30 landowners, 373 peasants, and 143 grain dealers.

It was only after January, 1914, that the commission business of the four elevators attained any considerable development. Up to July 1, 1914, the number of commissions executed was 317, the sales amounting to 7,000 tons.

BORING FOR PETROLEUM IN SOUTH AUSTRALIA.

[Extract from Sydney Morning Herald, July 13.]

Australian enterprise and capital have entered upon the task of proving whether or not oil reservoirs exist in this country. The effort is being concentrated on the coastal districts of South Australia around Robe and Kingston, where the indications of oil seepage on the surface of the coastal lakes is said to be regarded by American experts as satisfactory.

Mr. G. D. Mendell, of Melbourne, at present on a visit to Sydney, has taken a prominent part in the oil-boring operations in South Australia, and in the course of an interview gave some interesting information on the point. He said:

Forgetting Roma, in Queensland, and Grafton, in New South Wales, no attempt has been made to bore deep down for petroleum until, through my efforts, oil drills were started last year at Kingston and Robe, in the southeast of South Australia. Both wells are cased down to 1,000 feet in the proper strata for striking oil. From the tertiary rocks comes petroleum, and in Australia we have the most extensive system of tertiary rocks on earth—sandstone, limestone, and shale. That is the order of the rocks overlying the oil-bearing sands. On both these drilling rigs are working experienced oil men from North America. They are sure they will strike oil, and that shortly.

Oil has been found in Papua and in all the islands on the north coast of Australia. At Capertee, Wogan, and Murrurundi you have the richest oil shales on earth. At Latrobe, in Tasmania, they are successfully treating oil shales and getting the very highest quality of petrol, and we expect to bring in a gusher at Kingston or Robe during the next few months. To find oil is to recreate Australia. The discovery of oil would eclipse the discovery of gold, silver, tin, or copper in Australia.

A theory prevails that in ancient times Australia was divided into two parts by a body of water from the Gulf of Carpentaria to Spencer's Gulf. Authorities on petroleum, like Sir Boverton Redwood, Professor Vivian B. Lewes, and Beeby Thompson, advise those who search for petroleum to look below for the old marine beaches, and there they will find oil. Petroleum mining is the cheapest form of mining, for when the oil gushes the chief expense is refining works and pipes to carry the oil to market.

Many men have doubts about the existence of petroleum in Australia. Those doubts should soon be removed, because two modern drilling rigs at work in South Australia have proved scums of oil and bursts of natural gas—primary indications of what we may expect deeper down, say at 1,500 feet. Further, a deposit of petroliferous sand has been uncovered near Kingston, and specimens of impure paraffin wax form an interesting index to guide the two expert oil engineers in their work at two points 28 miles from one another.

PRODUCTION OF CITRUS FRUITS IN ARGENTINA.

[Consul General L. J. Keena, Buenos Aires.]

According to data furnished this office by the Minister of Agriculture, Argentina has over 2,000,000 citrus trees. He says:

The principal orange-producing sections of the country are the Provinces of Corrientes, Misiones, and Tucuman. Many other sections are well adapted to orange culture, but its development in them has been very slow. The real production of citrus fruits can well be said to be concentrated in the regions mentioned, comprising, as they do, the true subtropical zone, adapted to the cultivation of these fruits by reason of its climate, character of soil, and geographical position. In the Provinces referred to are encountered large groves of orange trees in an uncultivated state, growing wild, making it impossible to ascertain the number of acres covered. The orange trees are found scattered, forming more or less thick clumps among other classes of trees, forming large forests, growing wild in that region, and it is only possible to give the total of acres reported as cultivated in the census of the year 1910, as follows:

	Acres planted.	Number of trees.		Acres planted.	Number of trees.
PROVINCES			PROVINCES—continued.		
Buenos Aires.....	1,060	83,784	Salta.....	223	18,463
Santa Fe.....	919	37,322	Jujuy.....	44	5,104
Entre Rios.....	1,252	129,307	TERRITORIES.		
Corrientes.....	15,987	1,514,346	Chaco.....	319	38,837
Cordoba.....	343	17,015	Formosa.....	47	7,383
San Luis.....	175	8,604	Misiones.....	130	104,469
Santiago del Estero.....	86	3,318	Neuquen.....	5	12
Tucuman.....	1,658	113,975	La Pampa.....	40	429
Mendoza.....	19	2,185	Rio Negro.....	25	3,354
San Juan.....	91	6,026	Total for the Republic..		
La Rioja.....	418	12,617		23,137	2,116,692
Catamarca.....	237	10,133			

The wild varieties that can be found are rather numerous, among which I will mention the following: First, the plain orange (*Citrus Aurantium R.*), of vigorous development but of slow growth, which resists extremely well the action of frosts. These are of moderate size, round, and in color a gilt yellow. It is not unusual to observe, however, in some Argentine orange groves that this color changes to an intense black in some instances, and very often becomes quite darkened. According to the natives of the Province of Corrientes these oranges are the sweetest, although they are of rather rough surface and have a yellowish pulp. Every tree bears from 300 to 500 oranges. The fruit commences to get ripe in the month of May, and during June maturity is completed.

The sour orange, or "bigardia" (*Citrus vulgaris R.*), is little appreciated in Corrientes, and the extirpation of the species is very generally sought. As far as is known the fruit itself is not put to any use, but the bloom is used to make essence of orange water, the thick rind for the manufacture of "Nerolí," sweets, and beverages, and the leaves for essence of petitgrain. Even at this the species is disappearing, on account of the preference merited by the citron and shaddock (*Citrus medica R.*) in the manufacture of the last-mentioned preparation. It has one use, however, which I did not mention, and

that is that it is considered quite an effective remedy for the disease known as "gamosis."

There are also found in Argentina some wild forms of *Citrus trifoliata*.

The character of soils in which oranges thrive most are those in which sand clay somewhat calcareous and permeable abounds, and notable examples are encountered in those soils in which ferruginous sand predominates.

LAND TAXATION IN TAIWAN.

[Consul Edwin L. Neville, Tansul, July 12.]

For taxation purposes land in Taiwan (or Formosa) is divided into five classes, of which only one class, consisting hitherto of paddy (or wet rice) fields, dry (upland) fields, and fish-breeding ponds, is subject to taxation.

The original tax law divided paddy fields into 10 classes or subdivisions, annual taxation on which ranged from 1.50 yen (about \$0.75) per ko (2½ acres) on the lowest class to 17.80 yen (about \$8.90) per ko on the highest. Dry fields were also divided into 10 classes, taxed in the same way, the taxes beginning at 0.60 yen (about \$0.30) per ko and rising to 13 yen (about \$6.50) per ko. Fish-breeding ponds were divided into seven classes or subdivisions, the lowest annual tax rate being 0.40 yen (about \$0.20) per ko and the highest 9.30 yen (approximately \$4.65) per ko.

Powers of Officials—Remissions—Local Tax Regulations.

The tax law provided for surveys and registrations and for boundary marks. In these matters, as well as in matters of classification or subdivision of taxable land, larger powers were given to ordinary administrative officials than would be the case in the United States. The law also provided for remission of taxation under certain conditions, such as natural calamities. To promote the extension of cultivation a remission of taxes might be granted to persons taking up new land or reclaiming river banks or alluvial islands. These remissions could not exceed 10 years, and were limited to the land immediately affected.

For local purposes the local tax regulations of Taiwan allow for an additional land tax not to exceed one-third of the original land tax. The law definitely limits the objects for which local taxation can be levied.

Taxation of Building Lands.

Building lands were not originally subject to taxation, though house taxes for local purposes were leviable. Latterly the rapid draining of paddy fields and the conversion of other lands into land suitable for building purposes began to deprive of revenue some localities (such as Taihoku Prefecture, for example) that are largely urban in character. This situation was met by the promulgation of an ordinance in February, 1915. This law transfers building lands to the taxable class. By its terms building lands are divided into 70 classes or subdivisions, and annual taxation ranges from 1 yen (\$0.498) per ko (2½ acres) on the lowest class to 2,603 yen (\$1,296.29) per ko on the highest. This tax became payable in July, 1915.

WOOL MARKET OF RUSSIA.

[Consul General John H. Snodgrass, Moscow, July 9.]

Prices of Spanish wool continue to be firm. In the Rostof district more than half of the entire yield of wool, estimated at 20,000 short tons, has already been sold. At the beginning of the campaign business was done almost exclusively with washed wool, but lately purchases of unwashed wool have begun. The prices remain extremely high. Washed wool fetches 56 to 65 rubles per pood (\$0.80 to \$0.93 per pound), according to quality, while \$0.17 to \$0.33 is paid for good unwashed wool. Last year selected lots of washed wool were sold at \$0.66 and unwashed wool at \$0.14 to \$0.21 per pound.

In Kharkof transactions were concluded on washed Spanish wool at \$0.93 to \$0.96 and on unwashed at \$0.24 to \$0.29 per pound.

Russian Wool—Vladikavkaz Prices—Camel's Hair—Vladivostok Shipments.

Business with Russian wool is remaining slack. Notwithstanding the satisfactory quality of the wool, no revival is noted on the Tsaritsin market. When the wool was first placed on the market few transactions were concluded at \$0.11 per pound, the prices not showing much difference from those of last year. At present, taking advantage of the lack of exports, speculators are offering low prices, \$0.08 to \$0.083 per pound, in consequence of which the sellers refrain from concluding transactions. The manufacturers are buying "Ordynsky" wool, and there is no demand for Russian wool on their part. The business with Ordynsky wool is lively, the prices paid being \$0.083 to \$0.088 per pound, against \$0.083 to \$0.084 of last year.

According to information received from Vladikavkaz, there are inconsiderable supplies of wool in that district and the prices show a tendency to rise. Black wool, unwashed, of the spring clip, is sold at \$0.14 wholesale and \$0.154 retail. The same wool of the autumn clip is sold at \$0.157 wholesale and \$0.165 retail. Gray wool, unwashed, of the spring clip, is sold at \$0.13 wholesale and \$0.14 retail. The same wool of the autumn clip sells at \$0.143 wholesale and \$0.155 retail. The quality of this wool is middling.

There is a comparatively small supply of camel's hair, the demand for which is small. The prices vary from \$0.165 to \$0.174 per pound.

Shippers have sent a number of consignments to the United States by way of Vladivostok.

Proposed Establishment of Wool Committee.

At a recent conference of the cloth manufacturers the project of establishing a Central Wool Committee at Moscow was discussed. According to this project, the committee is to include representatives of the Ministry of Trade and Industry, of the Military Supply Department, the cloth manufacturers, and the wool-washing concerns. It will regulate the wool prices, the supplies of raw material, and fuel furnished to the cloth factories. It will also distribute the number of available railway cars among the manufacturers and control the supplies of wool in the country, as well as the work of the wool-washing concerns.

In view of the abnormal conditions on the wool market and the possibility of extensive speculations in this raw material, the com-

mittee will be authorized to investigate the supplies in various places, ascertaining the amount at the mills and the dealers' stores and in the shipments en route. This project, approved by the conference of cloth manufacturers, will be presented to the Minister of Trade and Industry for confirmation.

RUSSIAN REVENUES AND TRADE.

[Consul General John H. Snodgrass, Moscow, July 8.]

The office of the Russian Council of Ministers has collected statistical data concerning the financial and economic condition of Russia during the first three and four months of this year, from which the following information is taken:

The revenues collected from January 1 to April 1 amounted to 548,649,000,000 rubles (\$282,554,235,000 at the normal exchange rate of \$0.515 to the ruble), compared with the revenues received during the corresponding period of last year it showed a decrease of \$146,-877,485,000. The greatest reduction was in the revenue from the spirit monopoly, which, during the first three months of 1914, yielded a revenue of \$111,631,490,000, while during the same period of this year the revenue amounted to only \$3,822,845,000. A considerable decrease also occurred in the revenue from customs duties, Government railways, taxes on transfers of property, and other items.

On the other hand, a considerable increase was shown in the revenue from tobacco, sugar, the professional tax, postal and telegraph service, passengers and freight transported by railways, etc.

The customs revenue for the first three months of 1915 amounted to \$15,436,000, a decrease of \$40,311,000.

Trade Balance for Four Months.

According to preliminary data the value of the goods exported from Russia across the European frontier from the Caucasus and the ports of the Black Sea and to Finland during the first four months of 1915 reached \$17,975,000. The value of the imports for the same period amounted to \$178,751,000. Across the Asiatic frontier the exports amounted to \$9,831,000 and the imports to \$37,407,000.

Compared with the corresponding period of 1914, the exports across the European frontier decreased by \$199,102,000, or 91.7 per cent, and the imports by \$192,578,000, or 51.6 per cent. Across the Asiatic frontier the exports showed a reduction of \$6,672,000, or 40.4 per cent, while the imports showed an increase of \$7,858,000, or 26.6 per cent.

During the above-mentioned period the exports across the European frontier were less than the imports by \$27,578,000; for the corresponding period in 1914, the imports exceeded the exports by \$30,324,000. In the commerce across the Asiatic frontier the imports during the first four months of 1915 exceeded the exports by \$28,090,000, while during the corresponding period in 1914 the difference amounted to \$13,560,000.

Demurrage charges at the port of Bordeaux are shown in a report just received, which may be inspected on application to the Bureau of Foreign and Domestic Commerce.

FOREIGN TARIFFS.**COLOMBIA.**

[Diario Oficial, May 29, 1915.]

Duty on Parcel-Post Packages.

Notice has been given that from June 3, 1915, all goods imported into Colombia by parcel post through the ports of Orocué, Arauca, Buenaventura, Guapi, and Tumaco shall be dutiable according to the regular tariff, without the reduction of 10 to 60 per cent which had previously been made.

COSTA RICA.

[La Gaceta, June 17 and July 21, 1915.]

Export Tax on Gold Bullion.

A decree of June 15, 1915, imposes an export duty of 15 per cent ad valorem on all gold bullion of Costa Rican origin. Each gold-mining establishment in the country must make a monthly report of production and must deposit with the Secretary of the Treasury bills of exchange sufficient to cover export duties, against which such duties will be charged. No exportation will be allowed until satisfactory deposits have been made.

GUATEMALA.

[El Guatemalteco, June 22, 1915.]

Restrictions on Certain Electrical Apparatus.

A presidential order of June 15, 1915, provides that in the future the Guatemalan Government alone shall have the right to import telegraph and telephone apparatus. The right to import electrical material and supplies for the installation of such apparatus is likewise restricted to the Government, but their importation may be permitted if they are necessary for other installations. Telephone and telegraph companies already established and operating under contract or concession must make application to the Secretary of Fomento for authorization to import apparatus or supplies.

NICARAGUA.

[La Gaceta, May 24, 1915.]

Permitted Importation of Lead and Cartridges.

A Nicaraguan decree of May 20, 1915, permits the importation of lead and of percussion caps and cartridges for sporting guns and revolvers, which had previously been subject to monopoly. In addition to the regular import duties, a surtax of 25 per cent ad valorem is imposed on the above articles, the importation of which is subject to a permit from the proper authorities.

URUGUAY.

[Diario Oficial, June 9, 1915.]

Additional Surtax on Imports.

By a resolution of the Ministry of Finance, dated June 7, 1915, it was decided that the additional surtax of 5 per cent of the official valuation imposed on imports by the law of April 20, 1915, was to be levied on all shipments cleared on or after May 11, 1915, and that the amounts collected on shipments cleared prior to that date were to be refunded. The surtax, which is intended to provide for the interest

and amortization of the internal loan of 1915 (referred to in **COMMERCE REPORTS** for April 3, June 10 and 13, 1915), applies to all imports with the following exceptions: Articles on the free list; those dutiable at 8 per cent or less, exclusive of surtaxes; articles on which duties were imposed or increased during the years 1914 and 1915; and the following foodstuffs: Rice, sugar, coffee, meal, beans, peas, lentils and similar dried vegetables, flour, alimentary pastes and starches, salt, wheat, and yerba mate.

[Diario Oficial, June 18, 1915.]

Restrictions on Animal Vaccines and Serum.

By a decree of June 12, 1915, in effect November 1, 1915, the importation, manufacture, and sale of vaccine, serum, and virus for animals is strictly regulated. The character of the preparation and the process of manufacture must be officially approved before it may be offered for sale, and the containers must show the name of the laboratory and of the director, the date of preparation, the duration of its efficacy, the number of the order of approval, and instructions for the application and preservation of the contents. Such preparations manufactured abroad may not be used in Uruguay unless approved by a decree of the Ministry of Industry, and such approval will be given only in cases of absolute necessity and upon proof that the substances have been prepared under the same conditions as are required for those produced within the country. Applications for permits to import the above preparations will be passed upon by the National Council of Hygiene and the proper branch of the animal sanitation service.

VENEZUELA.

[Gaceta Oficial, June 28, 1915.]

New Stamp-Tax Law.

A new law and schedule of stamp taxes has been enacted by the Congress of Venezuela. The amount of the stamps required upon manifests and other shipping documents and upon certificates of registration for patents and trade-marks is, in general, the same as under the previous law. [A copy of the above law, in Spanish, is on file in the Bureau of Foreign and Domestic Commerce and will be loaned to those interested upon request.]

TRADE-EXTENSION WORK IN FRANCE.

[Consul George A. Bucklin, Jr., Aug. 7.]

As the result of trade extension work of this office an American manufacturer of underwear has recently placed an agency here which has already secured orders from three important local firms—two wholesalers and one department store. These introductory orders amount to 154 dozen pieces, of \$1,725 value.

Two sample orders for hosiery and knit goods, one for 160 dozen pairs of men's cotton half-hose, and another for men's vests and pants valued at \$200, have also been placed recently by a wholesaler and an important retail department store of this city with two American manufacturers, whose offers were the result of trade opportunities submitted to the Bureau of Foreign and Domestic Commerce through this office.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 2584.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 25 for a three-story and basement marine barracks building of reinforced concrete construction with steel rod trusses. Plans and specifications may be obtained on application to the Washington bureau or to the commandant of the navy yard, subject to a deposit of \$25, or may be seen at the navy yard, New York City.

Navy Department supplies, No. 2585.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until August 31, 1915, for furnishing the following materials. Firms interested therein should make application to the Bureau of Supplies and Accounts, giving the schedule numbers desired: Schedule 8693, buff paving bricks; and schedule 8694, black cannon and shell powder and black sphere powder. Bids will be received until September 7, 1915, for the following: Schedule 8695, steel forgings (nickel); schedule 8697, yellow pine; schedule 8698, laying pavement; schedule 8699, naval rolled brass, hard roller sheet copper, steel forgings, machinery steel, spring steel (sheets), copper pipe, and wrought pipe; schedule 8700, cutting torches and high-pressure regulating and reducing valves; schedule 8701, installing gas pipe; schedule 8703, window glass, muriatic acid, sulphuric acid, alcohol, lump rosin, turpentine; schedule 8704, worm-gear chain blocks, copper-wire brads, chisels, metal-workers' crayons, breast drills, files, hammer handles, loose-pin butts hinges, composition strap hinges, night rim latches, drawer locks, padlocks, wardrobe locks, composition cut nails, flint paper, garnet paper, soapstone pencils, slide-cutting flat-nose pliers, paint pots, drawer pulls, four-fold boxwood rules, machine screws, wood screws, and cut copper tacks; and schedule 8705, tube cleaners, monel metal, composition pipe fittings; steel boiler tubes, 4 inches, O. D. 203 mils thick, 9 feet 2 inches long; steel tubing, and composition unions. Bids will be received until September 14, 1915, for the following: schedule 8692, spun and unspun oakum; schedule 8696, steel angles and plates; schedule 8702, cocoa, pepper, pickles in kegs, raisins, rice, and sugar; schedule 8706, lampblack in oil, and sheet lead; schedule 8707, emery cloth, files, padlocks, four-fold brass-bound rules, wood screws, steel and woven measuring tapes, bench vises, and pipe and screw wrenches; schedule 8708, composition pipe fittings and composition unions; schedule 8710, services for waterproofing underground cisterns; schedule 8711, unlined linen hose and crushed stone; schedule 8712, silk thread; schedule 8713, new pattern safes; schedule 8714, chain holsts; schedule 8715, gate valves; schedule 8716, blue watch-mark braid, fiber brushes, and steel corset-wire grommets; schedule 8718, 2-ply ready roofing, 108 square feet, to a roll; schedule 8719, Virginia pine and poplar; schedule 8720, hot rolled or forged carbon steel; schedule 8721, muriatic acid, alcohol, calcium carbide, cold-water paint, dry venetian red, and sal ammoniac; schedule 8722, suction hose and ceramic white hexagon tile; schedule 8723, soft Idaho pine, poplar, spruce, and white pine; schedule 8724, composition pipe fittings, rod copper, and pig iron; schedule 8725, spruce and oxalic-acid crystals; schedule 8726, wrought pipe, sheet brass, bar steel (nickel), and brass tubing; schedule 8727, anchor engines; schedule 8728, chief petty officers' caps; schedule 8732, steel plates, cold-rolled machinery steel, extra soft steel, bar steel, slab steel, sheet steel, steel shapes, steel rivet rod, and steel hull plates; schedule 8733, steel floor plates and steel boiler plates; and schedule 8736, cut iron nails and steel wire nails. Bids will be received until September 21, 1915, for the following materials: Schedule 8734, forced-draft blowers, ash hoist engine, feed-water heaters, fuel-oil heaters, and fuel-oil pump; and schedule 8735, steel angles, bar steel, cold-rolled machinery steel, steel plates, and sheet steel. Bids will be received until September 28, 1915, for the following materials: Schedule 8709, circulating pump for auxiliary condenser; schedule 8717, sugar in sacks and evaporated milk; schedule 8730, gauge-testing machine; and schedule 8731, yoke-rivet-ling machine.

Construction work, No. 2586.—Sealed proposals will be received at the U. S. Engineer Office, Kansas City, Mo., until September 20, for constructing about 13,000 feet of standard revetment on Missouri River. Further particulars upon application.

Installation of mechanical equipment, No. 2587.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until September 30, 1915, for the installation complete of the mechanical equipment (except lighting fixtures) of the U. S. post office and courthouse, Tulsa, Okla. Drawings and specifications may be obtained from the Washington office.

Construction work, No. 2588.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until September 14, 1915, for new partitions, alterations, etc., in the U. S. customhouse, Boston, Mass. Drawings and specifications may be obtained from the Supervising Chief Engineer, Room 137, Post Office and Sub-Treasury, Boston, Mass., or at the Washington office.

GLASS BOTTLES AND JARS IN CHILE

[Consul General L. J. Keena, Valparaiso, July 19.]

The importation of glass bottles, jars, flasks, etc., is an important item of Chilean trade, of which the United States has hitherto secured only a small proportion. The value of the bottles for liquors imported in 1913 was \$546,445, of which \$526,852 went to Germany and only \$211 to American manufacturers. In 1914 Germany furnished \$207,836 worth and the United States none out of a total of \$208,734. Imports of bottles for other uses amounted in 1913 to \$1,183, of which Great Britain obtained \$909 and Germany \$274. In 1914, \$228 worth of orders for such bottles went to France, out of a total of \$437. These statistics are for bottles, jars, and flasks of all ordinary and common grades.

Three Chilean factories make glass bottles, their total output being valued at approximately \$440,000 per annum.

The ordinary method of selling imported bottles has been through representatives (usually resident representatives), who were able to show a full line of samples and to give quotations on quantity and special-type orders.

The principal users of bottles are the breweries, soda and charged water factories, bottlers of wine, and importing druggists, lists of which are transmitted herewith [and may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 64931]. In general, these firms are direct importers of the bottles they use.

One fruit-packing house (Gray & Sinclair, Quillota, Chile) puts up a limited amount of fruit preserves in glass jars, but the fruit preserved in this country is ordinarily packed in tins. Glass bottles are little used in milk distribution. The bottling of ink is an item of slight importance. The beer bottle ordinarily used is of the common type, colored, and stoppered with cork-lined clincher metal caps.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

Furniture and upholstery materials, No. 18136.—An American consular officer in France transmits the name and address of a business man in his district who desires to represent American manufacturers and exporters of furniture and upholstery materials.

Tanning materials, No. 18137.—A firm in Brazil informs an American consular officer that it is desirous of securing offers from American manufacturers of tanning materials. Correspondence may be in English. References are given.

Threads and yarns, No. 18138.—A silk manufacturer in France informs an American consular officer that he desires to be placed in direct communication with American manufacturers and exporters of cotton threads and yarns. He desires to purchase for his own use as well as for sale to other manufacturers. Correspondence should be in French. Samples should be sent at once.

Steel, brass, or tinned ferrules, No. 18139.—A firm in Canada informs an American consular officer that he desires to be put in touch with American manufacturers and exporters of steel, brass, or tinned ferrules for paint brushes. Bank references given.

Coffee, rubber, etc., No. 18140.—A commission merchant in Brazil informs an American consular officer that he is desirous of communicating with American importers of coffee, rubber, and Brazilian hardwoods. Samples and full information will be supplied by the merchant. Correspondence may be in English. References are given.

Agricultural machinery, hardware, etc., No. 18141.—An American consular officer in France transmits the name and address of a business man in his district who desires to represent American manufacturers and exporters of agricultural implements, hardware, sewing thread, pins and needles, dress goods, novelties, etc. References are given.

Haberdashery, No. 18142.—A business man in the Netherlands informs an American consular officer that he desires to establish commercial relations with American manufacturers and exporters of collars, ties, gloves, trimmings, hosiery, silks, handkerchiefs, etc.

Tractors, No. 18143.—An American consular officer in Greece reports the name and address of a man who desires to receive offers for about 25 automobile tractors of 10, 20, and 30 tons capacity, capable of mounting grades of 18 degrees. The tractors must be four-wheeled, with or without trailers. Correspondence may be in English.

Tubes, No. 18144.—A mechanical engineer in France informs an American consular officer that he desires to be placed in direct communication with American manufacturers of iron and steel tubes for gas, electric, water, and heating installations, as well as accessories for these systems. He desires to arrange for an exclusive agency. Quotations should be made c. i. f. destination. Samples, catalogues, and descriptive matter in French should be forwarded at once.

Machinery, hardware, automobiles, etc., No. 18145.—A firm in Brazil informs an American consular officer that it desires to handle, on a commission basis, the following lines: Machinery, hardware, jewelry and novelties, automobiles and accessories, paints and varnishes, toys, shoes, drugs, and chemicals. References are given.

Hosiery, corsets, etc., No. 18146.—A commercial traveler in France advises an American consular officer that he desires to communicate with American manufacturers and exporters of corsets, corset furnishings, silk hosiery, etc. He states that he will buy on a cash basis. Samples, prices, and full information should be sent at once. Quotations should be made c. i. f. destination. Correspondence should be in French.

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No. 203 Washington, D. C., Monday, August 30 1915

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GASOLINE SHORTAGE IN SWEDEN.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, Aug. 6.]

Automobile owners are viewing with much anxiety the lack of benzine (gasoline) in the country and are attempting to find various substitutes, but are experiencing difficulties in finding a suitable one. This lack of benzine, together with the lack of tires, makes the operation of automobiles a difficult matter at this time in Stockholm.

SCARCITY OF LEATHER AND SHOES IN SWEDEN.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, Aug. 5.]

On account of the security of leather and shoes in Sweden the prices of shoes have risen considerably. The retail dealers last week raised the prices about 20 per cent, and it is announced that the prices will be much higher in the near future.

CONSULAR TRADE CONFERENCES.

Cornelius Ferris, jr., American consul at Bluefields, Nicaragua, now on leave of absence in the United States, announces that he will be in Boston, Mass., from about September 1, making headquarters at the branch of the Bureau of Foreign and Domestic Commerce.

CANADIAN ORDERS FOR RAILROAD ROLLING STOCK.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 17.]

The Dominion Railway Department has placed orders for rolling stock aggregating \$1,250,000 for Government railways. The Canadian Locomotive Works, Kingston, is to supply 15 locomotives, while an order for 1,000 box cars is divided between the Canada Steel Car & Foundry Co., Montreal; the National Car Co., Hamilton; and the Eastern Car Co., Halifax. Delivery is to be ready by the crop-moving period.

RESULTS OF CONSULAR TRADE-EXTENSION WORK.

[Consul William Dawson, Jr., Rosario, Argentina, July 14.]

Although it has not been practicable to make a minute investigation of the results of all the trade-opportunity notes transmitted from Rosario, most of them have at least led to correspondence, and it is safe to assume that a considerable part will eventually accomplish something in a business way. In certain instances, furthermore, where American exporters are placed directly in communication with local merchants, sales are made which do not usually come to the attention of this office. Two such cases were recently brought to its attention.

Representative Found for Rice Exporter.

On February 19 the consulate received samples of rice from a New York firm with the request that they be handed to a commission merchant. The broker selected reported on March 13 that the outlook was good provided definite information concerning freight rates could be secured. As no information was available at Rosario this office cabled at the expense of the broker and obtained the data desired on March 16. Some difficulty was experienced on account of the terms (cash in New York) which were demanded, and also on account of the misinterpretation of the first order. The broker recently reported, however, that a trial order amounting to \$1,200 had been placed, and that a good business would follow provided the first shipment proved satisfactory. It may be added that considerable quantities of rice could have been disposed of immediately if the New York firm had been willing to accept cash on delivery.

Advertising Novelties Introduced.

On January 28 a set of samples was received from an American manufacturer of calendars and other advertising novelties. They were handed to a local firm for which this office had already transmitted a trade-opportunity note. Considerable time was lost in correspondence, but finally an order was placed amounting to about \$400. The shipment proved highly satisfactory, and the importer informs this office that he expects to do a considerable business next season. A much larger order would have ensued this year had it not been so late in the season. The same firm informs this office that it recently ordered about \$600 worth of ribbon from a New York house, the address of which was obtained from a trade journal furnished by the consulate.

[Consul Harold D. Clum, Corinto, Nicaragua, July 1.]

Order Received for Miners' Lamps.

An interesting result of the trade-extension work of this office during the last quarter is revealed in a letter from a middle western manufacturing house, stating that they had addressed circulars to the mining concerns whose names had been furnished by this consulate, and as a result had received a small order for lamps of several different varieties. They regarded this as important, because being in the nature of a trial order they believed it likely to lead to more business in the future.

Other instances of this kind have undoubtedly been occurring, but this consulate is so situated that those stationed here do not have

much opportunity to learn of the results of their efforts except through an occasional letter of this kind from an appreciative American manufacturer.

CATTLE RAISING IN HONDURAS.

[Special Agent Garrard Harris.]

Of the limited number of industries in Honduras which are at present of any very general importance, the most promising in many respects is that of cattle raising. This is particularly true throughout the great heart of the country, where the grazing industry, though still undeveloped, offers much for the future. The greatest single obstacle in the way of such development is the lack of roads; but these will come in time, and the present administration has done a great deal in the matter of building them.

There are of course some things to contend with from which the ranchman in the United States is free. Of these the worst is the cattle tick, which causes the tick fever. This pest was at one time serious in the United States, and it is its presence in Honduras that is understood to be mainly responsible for the existing embargo on the importation of Honduran cattle into this country. There, it is claimed, the tick does no great harm to the grown cattle on the ranges, but among the calves in small pastures and corrals the mortality is undoubtedly heavy. Some of the more enterprising owners are now preparing to use the arsenical dip, and indications are that this will become general. Another obstacle of some importance is the biting of the cattle by the local species of tarantula. The bite is usually about the fetlock, often causing the loss of the hoof, with a high mortality, and no entirely satisfactory remedy has been found, although a number with more or less benefit have been tried. Boys are paid a small sum apiece for trapping the creatures and killing them. The tarantula is even more dangerous to horses and mules than to cattle.

In other respects the conditions for cattle raising in Honduras are very favorable. Tuberculosis and the contagious foot-and-mouth disease are unknown. As a rule the animals are small compared with those of the United States, but they are hardy and usually in good condition, and with a market once opened improved stock is sure to be imported. If a way could be found to remove or modify with safety the embargo on the importation of Honduran cattle into this country, it would have the beneficial effect of opening up a considerable trade field where we have at present little business, besides which it would mean a great deal for the country people of Honduras itself, would do much for developing the interior, and would supply inducements for the investment of American capital.

REQUEST FOR AMERICAN CATALOGUES.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, Aug. 19.]

In order that local importers may have an opportunity of inspecting catalogues of American goods I would request manufacturers, exporters, and others to forward to this consulate trade catalogues with price lists. A complete index of all catalogues now on file is being prepared, enabling ready identification of any particular catalogue a simple matter.

AGRICULTURAL SYNDICATES IN FRANCE.

[Vice Consul Clarence Carrigan, Lyon, France.]

While the farmers' protective associations in France have been ably assisted from time to time by laws passed for the promotion of agricultural interests, their origin is primarily due to private enterprise dating from the year 1884. Laws were promulgated in 1884, 1894, and 1900, and even later, touching on the credit to be extended to farming interests and defining rules and regulations for the various societies formed to protect these interests. These farmers' syndicates, operated as they are with special legal sanction, afford a strong and safe protection for the farmer—particularly for the small farmer in whose interest they have been especially created. They are considered by law as commercial organizations and are subject also to the governmental decrees affecting such organizations.

The French Government has done much to advance the growth of these societies. The Bank of France, for instance, in return for certain privileges, turns over to the State every year a large sum of money, and from this fund advances may be made to the various agricultural associations according to their pecuniary responsibility, so that, for a properly organized syndicate, there need never be a lack of funds. The law demands entire elimination of private interests or the possibility of stock gambling in the syndicates, and they are, and promise to remain, strong, active societies, rendering a profitable return to those who subscribe to them, but aiming always at the advancement of agricultural interests in this country.

Regional Associations—Central Union in Paris.

While the operations of the agricultural syndicates of France are quite independent, they are all more or less united through a central union in Paris. There are the small syndicates which form the base of the organization and which operate over only a small territory, such as a commune. Then there are the so-called regional associations, such as l'Union du Sud-Est des Syndicats Agricoles, with its headquarters at Lyon, covering a much larger area. The smaller syndicates are usually allied to one of these. Finally, there is a central union in Paris, with which the regional unions are affiliated. This last bond, however, is only a sort of moral connection, and has been undertaken merely to lend the organizations a central strength in cases where strong, combined action might be necessary. The methods of operation and the financial responsibilities of the regional societies are quite independent of this central organization. The small syndicates may in the same way remain independent of the regional associations, if they so choose, and they would receive the same support from the Government according to their financial standing and reliability.

But it must be remembered that these associations are organized and operated solely in the agricultural interest, and there is no possibility of illegal gain or the advancement of private interest. The small societies need, therefore, feel no fear in allying themselves with the stronger regional associations, and in nearly every case they do so. The regional associations, having larger interests, have also larger capital to work with, and their assets assure them a more

important allowance from the State. They equip the smaller offices affiliated with them with full supplies, and often place at the disposal of their associates agricultural material that the small societies would find it difficult to obtain if operating on their own resources.

The Operation of Banks or Loan Societies.

The syndicates may or may not operate a bank for the extension of credit in the shape of loans, but as this is one of the principal aims of the associations they nearly always establish such banks. Those syndicates which are allied with the regional associations are not obliged to have their own credit organizations and funds unless they wish to do so, as the regional associations will act for them in advancing money, discounting notes, etc. It is always advisable, however, for each syndicate to have its own funds.

Agricultural syndicates and the banks they establish for loans to farming interests may operate under a limited or an unlimited responsibility on the part of the association members. In the first case each member is responsible only to the extent of a certain definitely fixed amount—for instance, the amount of his original subscription, or several times that amount. In the second case the responsibility of each member is unlimited. It is evident that the latter is preferable, since the capital placed at the disposal of such a society would be much greater than that commanded by a limited association.

In forming one of these banks or loan societies several general rules are to be followed. The members of the banking concern must first be members of an agricultural syndicate or of an association for the insurance of farming interests. Seven subscribers are usually the minimum to form a bank. The sale of shares as stock is forbidden by law, as the chance to traffic in such stocks would be detrimental to the primary object of the organization. Each member subscribes a certain amount to the bank, and these amounts may be varying. For the sake of facilitating operations, however, a minimum sum, say, 50 francs, is generally agreed upon, and the members each subscribe that sum or so many times that sum. One-fourth of the subscription must be deposited at once, and the fund is thus started. The regulations of the society are then arranged, a president, secretary, etc., chosen, and the necessary civil formalities observed. At the end of a season, if a balance remains after the settlement of all outstanding accounts, at least three-fourths of this balance must go to the creation of a reserve fund until such a time as this fund is equal to at least one-half of the capital subscribed. The surplus can not be declared as a dividend for the members of the bank, but it may be divided pro rata among the syndicates or the members of the syndicates sustaining that bank, according to the profits made on their respective operations.

Length of Loans and Rules Governing Them.

Loans made by the agricultural syndicates through their banks are divided into short-term, middle-term, and long-term loans. For a loan of any class the reliability of the borrower must be well established, as well as the fact that the loan is made with a strictly agricultural end in view. The borrower must show at the outset that he will be in a position to pay the full amount at the stipulated time,

and renewals of loans are made only when it is evident that circumstances have made it quite impossible to return the money at the end of the term. Such circumstances as the unexpected loss of crops, mortality of live stock, fires, etc., would probably render at least a partial renewal inevitable. Loans are generally paid back on the installment plan. The following are the rules of the *Crédit Agricole Mutuel du Sud-Est* with regard to loans, and they may be taken as a good example of the basis on which these farmers' loans are generally established:

Short-term loans.—Reasons for such loans are, first, purchase of live stock, fertilizer, seed, implements, and other agricultural material; second, advances on unsold crops; third, discount of a note which has been received in payment for agricultural products sold on credit, or discount of a draft drawn by the farmer himself for the same reason. The duration of these loans is from one to eight or nine months, and the interest charge is usually 3 per cent.

Middle-term loans.—These loans are a new institution and have been very successful. The interest charged is slightly higher than that paid for the usual loan and the term extends up to three years. Reasons for such a loan are, first, care of live stock (feeding), agreements concerning cattle between a farmer and the owner of his farm if he himself is not the owner; second, purchase of agricultural implements and machinery; third, improvement of farm buildings, installation of dairy, wine cellar, presses, etc., building containers for animal wastes, and, in general, such work as tends directly to the health and cleanliness of a farm; fourth, all such operations as are covered by the law of 1910 concerning long-term loans, when such operations do not demand a large sum of money or a duration of more than three years.

Long-term loans.—The character of these loans is defined by law. The amount loaned may not exceed 8,000 francs (\$1,544), and the duration of the loan must not exceed 15 years. All loans of long term must be guaranteed by a mortgage on the property, and the amount loaned must not exceed one-half the minimum value of the property. Interest is charged at the rate of 2 per cent. Such loans may be made only for the purchase, upkeep, necessary change, or rebuilding of small farms.

It will be seen from the foregoing that the agricultural syndicates and their allied banks in France are a strong power for the improvement of agricultural conditions. These societies may receive contributions, borrow money, lend money, but in all their operations the end sought must be the improvement of farming and the protection of the farmer. The greatest benefit from these associations is enjoyed by the small farmer, to whom they provide an effective means to take advantage of improved methods and modern conditions.

[For information concerning all classes of French commercial organizations, including agricultural syndicates, see the monograph on "Commercial Organizations in France," just issued by the Bureau of Foreign and Domestic Commerce as Special Agents Series No. 98 and obtainable for 10 cents from the Superintendent of Documents, Washington, D. C., or from the branch offices of the Bureau.]

Poorly Packed American Cotton.

Consul F. S. S. Johnson reports the arrival at Kingston, Canada, of 11 bales of Southern States cotton from which the coverings had almost disappeared. Had it not been for the iron bands the importer's loss would have been considerable.

The short apple crop in England should create a large demand for American fruit. One estimate places the yield of early apples at one-third of a crop and late apples at one-half a crop.

FOREIGN MARKETS FOR RUBBER HEELS.**ARGENTINA.**

[Consul William Dawson, Jr., Rosario.]

The demand for rubber heels at Rosario is not large. Such heels are not often seen in stores or on shoes. The principal local importer states that a few years ago four or five times as many rubber heels were sold as at present, and attributes the falling off to the fact that after rubber heels had come into favor the market was flooded with cheap grades that gave rubber heels a bad name. The importer in question has handled a variety of heels, including American and German, the latter of inferior quality. In men's heels he now imports, almost exclusively, a high-grade American make, which he sells to retailers at \$3.82 per dozen pairs. Standard sizes are carried in stock.

The demand for rubber heels for women's shoes is very small. On account of changing styles, jobbers prefer to carry round heels that can be fitted to any shoe. The importer referred to handles German and Argentine (made in Buenos Aires) women's heels, all of cheap or medium grades.

Selling Methods—Advertising—Terms.

Buying is done either direct from manufacturer, through foreign commission house, or through agent in Buenos Aires. The most effective means of introducing a new line is, of course, to send out a traveling representative. It can not be too often repeated that circulars and advertising are of little avail unless followed up by personal effort. The small market at Rosario might not, however, warrant such a course, and in this case an agency might be placed with some large concern in Buenos Aires already importing leather or other shoemaker's supplies from the United States. Advertising intended for the general public should be placed with Buenos Aires or local publications.

The generally recognized terms of payment are 90 days from receipt of merchandise, although some of the strongest houses at Rosario prefer to pay cash, for which they receive a special discount. Shipments to Rosario are generally made from New York, either direct or with transshipment in Buenos Aires. There are only two jobbers in shoe findings and supplies at Rosario.

[The names of the two jobbers referred to in this report can be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file no. 56177.]

AUSTRIA.

[Consul Charles L. Hoover, Prague, Bohemia.]

The use of rubber heels has become general in the principal cities of this district, Prague, Pilsen, and Budweis, and it is reported that the market for them in the other towns and villages is also growing. Even the poorest cobblers in the small towns generally suggest that rubber heels be put on shoes brought to them for repair. The sale is limited to those whose circumstances permit them to wear shoes of good quality, for the peasants, laborers, and factory hands wear heavy hobnailed shoes with iron bands on the bottom of the heels.

Sizes and Qualities—Packing.

Twenty-three sizes of the ordinary style and 11 sizes of the round form of rubber heels are sold, but those for which there is the great-

est demand are numbers 0, 2, 5, 6, 7, and 8 of the ordinary form. Sizes 0 and 2 are for women's French heels, sizes 5 and 6 for Cuban heels, and sizes 7 and 8 for men's shoes. The sizes are numbered 00, 0, 1, 1½, 2, 2½, 3, 3½, 3¾, 4, 4½, 4¾, 5, 5½, 6, 6½, 6¾, 7, 7½, 8, 8½, 9, and 10, the first being for the smallest size of French heel and the last for the largest size of man's shoe. Those made of the best quality Para rubber are generally 8 millimeters (0.315 inch) thick, while those made from "recovered" rubber are usually 11 millimeters (0.433 inch) thick.

As low-quality heels cost only about half as much as those made of pure rubber, they are in much greater demand than the latter. The heels made from "recovered" rubber are much more stiff and inelastic than the high-quality heels. Both red and black heels are sold, the former being used on tan shoes.

The heels are sold to dealers in cartons containing 12 pairs, with the necessary nails and screws in a small envelope attached to each pair. The better qualities are also put up in dozen-pair cartons, but each pair, with the nails, is enclosed in a separate small carton.

Prices and Terms.

The following table shows the price per pair of the different sizes and qualities of the usual heel shape:

Qualities and thicknesses.	Sizes.										
	00	1	2	3	4	5	6	7	8	9	10
	0	1½	2½	3½	4½	5½	6½	7½	8½		
Para rubber:	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Cts.</i>
10 millimeters thick.....	14	17	22	26	30	36	42	48	56	64	70
8 millimeters thick.....	12	14	19	22	27	32	36	40	48	52	58
With leather inset.....	14	16	20	25	29	34	40	46	50	56	62
11 millimeters thick.....	17	20	25	30	35	42	56	58	64	72	80
Recovered rubber:											
9 millimeters thick.....	9	11	13	16	20	24	27	30	36	40	45
11 millimeters thick.....	11	13	15	19	24	29	32	36	43	45	54
8 millimeters thick.....	6	8	9	11	13	18	22	24	28	32	36

The foregoing are the catalogue prices quoted by the factories to the wholesalers, with 50, 25, and 15 per cent discount, payable in six months, with an additional discount of 5 per cent for cash in 60 days. There is no fixed rule for discounts between the wholesaler and retailer, as the terms depend upon the size of the order, but it is usual to give 40 per cent discount from the catalogue price on small orders and 50 per cent on large orders.

Market Controlled by Austrian Makers.

All but an insignificant part of the rubber heels used in this country are manufactured in Vienna and are sold by the manufacturers' agents to the wholesalers. The latter sell to the retail trade both through traveling salesmen and by correspondence. The manufacturers appear to have done all the advertising to create the demand. Every conceivable means for securing publicity has been resorted to. Showy advertisements are carried in the principal papers and posters appear in all places where they are likely to attract attention. It is reported that one of the two leading manufacturers sent men to visit all the cobblers and shoemakers in the

country to distribute sample sets free and to show how the heels should be applied. American manufacturers would be obliged to conduct a very aggressive advertising campaign to make headway in a market so thoroughly controlled by old established Austrian firms.

[A sample set of rubber heels, a set of models showing the different sizes of ordinary heels, and an illustrated catalogue were transmitted with this report and may be seen at the Bureau of Foreign and Domestic Commerce or its branch offices, which will also supply a list of wholesale dealers in rubber heels at Prague. Refer to file No. 56889.]

FRANCE.

[Consul John Ball Osborne, Havre.]

Rubber heels are extensively used in the consular district of Havre, and are, if anything, gaining in popularity and favor. All sizes are used. The circular heel, turning freely, is the only heel used. Those cut in the form of the heel of the shoe itself, and immovable when affixed, are rarely if ever seen, and are not on sale at any of the stores. They are obtainable from the manufacturers who supply the round heels, but are not kept in stock by wholesalers, middlemen, retailers, or shoemakers because there is no demand for them.

Kinds of Heels on Market—Prices.

There has also been put on the market a heel in two parts: A section attached immovably to the heel of the shoe, and a circle of rubber fitting into it and turning freely, both being of the same material. This heel is practical because the circular section, which experiences more wear than the other, can easily be changed or replaced. There has also been exploited a rubber heel with an inner leather heel fitting into it, attachment to the heel of the shoe being effected by driving small brads through the leather. It has not been a success. The simple disk-shaped heel is the only one that is salable.

High-quality heels are the ones most in demand. Low-grade heels can be purchased, but one dealer has remarked that they are the best possible advertisement for the high-quality heel. The best-quality heels are sold wholesale at \$2.07 per dozen for men and \$1.74 per dozen for women. These terms are for goods delivered free of charge to the dealer, invoice payable in 90 days' time with a discount of 3 per cent for cash. The retail prices for the same articles are \$0.24 a pair for men and \$0.19 for women.

Selling Methods—Terms—Shipments.

Buying is done either direct from the manufacturer or from his travelers, who visit the trade frequently. Shoemakers alone buy from middlemen. Almost all the heels used in this district are imported from England, though the manufacturers keep a large stock on hand in Paris, where they have branches. Selling is generally done by travelers, though sometimes by correspondence. At least one manufacturer advertises extensively in the dailies, weeklies, and magazines. Local dailies and magazines seem to offer the best vehicles for advertising. The terms of payment are almost invariably 90 days' time, with 2 per cent discount for cash. Shipments are made direct from England or from the warehouses in Paris.

[A list of the principal jobbers and shoe stores in Havre may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to File No. 54745.]

SOUTH AFRICA.

[Consul Edwin N. Gunsaulus, Johannesburg, Union of South Africa.]

In the Union of South Africa, especially in its larger cities, rubber heels are worn by a majority of the population, the greatest demand coming from women and children.

Sizes, Styles, and Qualities in Johannesburg.

The sizes in use vary with the style of shoes on the market, which are the same as in the markets of England and the United States, both of these countries exporting large quantities of footwear to South Africa. The styles of rubber heels having the greatest sale in the market of this consular district are the round and square heels. There is a small trade in various other styles, but this trade is so uncertain that few dealers care to stock other than the round and square heels.

All qualities of rubber heels are sold throughout this district, though the heels of poor quality have only a small sale. The tendency is to acquire a good quality of heel at a moderate price. No general estimate of prices can be given, as each maker has his special charges, which are regulated according to the size, shape, and quality of the heel.

Selling and Advertising Methods.

Many of the large rubber-heel manufacturers have agencies in this country through which the buying is usually done. In some cases the local firms have branch houses or representatives in other countries, in which event the desired stock is obtained through the original department. In most instances, though, buying through local agencies is much preferred, as delivery is quicker and payment can be made direct.

In the market of this district selling is done both by travelers and through advertising. All the country districts are canvassed by salesmen, and many small branch houses have been established to supply the markets of the interior. Poster advertising is largely used and, when well done, apparently produces the most favorable results. It is held in higher favor than advertising through newspapers and periodicals, though the latter is practiced.

Local merchants report that there is no shortage in the supply of rubber heels and that orders are being met promptly and satisfactorily. For the American manufacturer desirous of entering the markets of this consular district the establishment of American agencies is recommended.

[A list of the principal boot and shoe stores in the larger cities of the Johannesburg consular district may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 58711.]

SPAIN.

[Consul Percival Garrett, Malaga.]

It is not possible to give more than an approximate idea of the extent to which rubber heels are used in this district, as there are no statistics of imports published. Furthermore, Malaga is a district of retail stores, and, having almost no wholesalers, obtains all its supplies through salesmen representing general agents in the larger Spanish cities of Barcelona, Madrid, or Seville. From interviews,

however, with the principals of the stores it can be said that the extent of the sale of rubber heels in this district is about 200 to 250 dozens per year.

Rubber Heels in Spain—Sources of Supply—Prices.

The two styles mostly sold are German and American. The sales of the German heels are said to be twice those of the American, though the latter is considered the best wearing heel on the market.

Buying is done through salesmen representing general agents in Barcelona and Madrid. The purchasers in Malaga of one of the German brands were under the impression that it was an American make until informed to the contrary. The American heels are bought from a leather house in Madrid.

The following table shows the wholesale and retail prices in Barcelona and Madrid of various styles and sizes of rubber heels in use in this district. The freight to Malaga makes an additional charge:

Kinds and sizes.	Wholesale prices.		Retail prices per pair.	Kinds and sizes.	Wholesale prices.		Retail prices per pair.
	Per dozen.	Per pair..			Per dozen.	Per pair.	
Cuban, nonskid, Style I:				Cuban, nonskid, Style II—			
0000 to 3	\$0.97	\$0.08	\$0.30	Continued.			
3	1.19	.10	.30	5	\$2.78	\$0.23	\$0.40
4	1.54	.13	.35	Men's nonskid, halfheel:			
Cuban, nonskid, Style II:				3	2.20	.185	.30
00 .....	.78	.065	.15	4	3.20	.265	.35
1	1.10	.09	.20				

The supply of men's rubber heels, which are an American brand, is sold out, but no fresh orders have been given.

Transshipment Necessary for Malaga Goods—Little Advertising.

Malaga firms desire to buy direct from the United States, but Spanish steamers do not stop between Cadiz and Barcelona except when outward bound; goods must consequently either be transshipped at Cadiz, 160 miles south of Malaga, or go on to Barcelona, 700 miles farther north, and then back the same distance.

Advertising is not much practiced in Spain. The majority of the poorer classes can not read, and the better classes read little; the daily papers are read by the men, but they contain little advertising. Advertisements in export journals would be a waste of money, unless they were in Spanish. Something depends upon whom it is desired to reach; the retail storekeepers here can best be reached through having lists of their names made and sending catalogues to them. The Spanish public who buy rubber heels can be reached as cheaply and effectively by attractive signs hung in boot and shoe stores where these goods are sold as by advertising in local papers.

Limited Market—Terms.

As a matter of fact, the market here is limited, for the Spanish people, as a rule, have not much money and would think twice before buying rubber heels when leather ones can be had much cheaper.

The usual terms are 60 to 90 days against acceptance of draft with shipping documents attached, and 2 per cent for cash in 30 days. Six months' credit, however, is often given now. The question of terms overbalances the consideration of price in the minds of im-

porters and retailers alike. There are no jobbers of rubber heels in Malaga.

[The names of the retail dealers in rubber heels in Malaga may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 55786.]

[Consular Agent Bartley F. Yost, Almeria.]

Almeria District Uses Many Rubber Heels.

Rubber heels are extensively worn in this consular district, the round heels being the style in most common use. These are fastened with a single screw and may be revolved when one point is worn. The sizes range from 0 to 12, the medium size for men being No. 5. The public here desires a moderate-priced article.

The purchase price per dozen, as furnished by the leading local dealer, is as follows: No. 1, \$0.72; No. 2, \$0.76; No. 3, \$0.83; No. 4, \$0.93; No. 5, \$1.02; No. 6, \$1.11; No. 7, \$1.20; No. 8, \$1.30; No. 9, \$1.39; No. 10, \$1.48; No. 11, \$1.62; No. 12, \$1.76.

The selling price is nearly double the purchase price. Most of the stock is drawn from Barcelona through agents in that city of German and British manufacturers who send out circulars and price lists.

The style of advertising most effective here and in most common practice is the handbill, although announcements in local publications and trade journals are also made. The terms of payment are cash in 30 days with 2 per cent off or a credit term of 60 to 90 days. There are no jobbers of such articles in Almeria, sales being direct to dealers.

[A list of the leading shoe dealers of Almeria may be had from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 54620.]

SWITZERLAND.

[Consul Philip Holland, Basel.]

The use of rubber heels is extensive in Basel, especially by the middle classes. The wearing of rubber heels is for economic purposes rather than for comfort. No patience or effort is spared by any class to conserve the life of the shoe. The laborer protects the soles of his shoes with heavy steel nails, while the middle classes use heavy leather soles, and heels reinforced with rubber.

Sizes, Kinds, and Prices—Buying, Terms, Shipment, and Advertising.

The sizes are 3 to 8 for heels for men's shoes, 0 to 2 for heels for women's shoes. The heel-shaped rubbers with leather inlay are the most popular. These are imported from Germany and France, the German make being considered superior. The rubber heel is fastened on by wooden pegs driven through the leather inlay. Other styles are the rubber-edge, which covers only that part of the heel most exposed to wear and for which a piece of the leather heel is cut out, and the round, metal-cross-center rubber heel, the demand for which is decreasing.

The retail prices range as follows: Men's, \$0.12 to \$0.18 for the cheaper and \$0.30 to \$0.36 for the better qualities; women's, \$0.16 to \$0.24.

Buying is done through local commission houses or through traveling salesmen. Payment is made in 30 days with 2 per cent discount or in 60 days without the discount. Shipments are made in comparatively small quantities. Advertising in open daily or trade

journals is considered by the dealers to be more effective than in export journals.

[The names of the jobbers in Basel who handle rubber heels may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 57233.]

UNITED KINGDOM.

[Consul Samuel M. Taylor, Nottingham, England.]

Conditions on the Nottingham Market.

The demand for the revolving rubber heel is decreasing, but there is a growing trade in quarter tips, sizes 1, 2, and 3. The sizes worn are, for men, No. 1; for women, Nos. 2 and 3, in quarter tips. There is little or no sale for solid rubber heels. Medium grades are mostly favored.

Purchases are made from importing houses in London, Liverpool, and Manchester. Selling is done by travelers, by correspondence, and by advertising in periodicals and local papers. Terms are generally 30 days.

[An illustrated catalogue showing the styles and prices of the rubber heels in use in the Nottingham district may be seen at the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 56199.]

WEST INDIES.

[Consul Arthur J. Clare, Port Antonio, Jamaica.]

The population of the Port Antonio consular district, which consists of the Portland and St. Mary Parishes of the island of Jamaica, is about 125,000. It is estimated that about 10,000 persons in the two parishes are using rubber heels. The sizes in demand are 000 to 3 for women and 4 to 12 for men. The styles usually called for are the round heels and the heels shaped to fit the latest-style shoes. The round are used mostly by women. The demand for these styles is about equally divided.

Qualities and Prices in Jamaica—Selling Methods, Terms, Shipments.

Both high-quality and low-grade heels are in demand, but owing to the limited purchasing power of the people the latter are more often called for. Retail prices vary from 12 cents for low-grade heels to 50 cents per pair for the highest quality in demand in this district. The purchase prices can not be ascertained.

Buying is done direct from the manufacturers or through New York commission houses. Traveling salesmen call here annually to take orders, but purchases are also made by correspondence. Advertising in American export trade journals has done much to bring rubber heels before the importers of this district. Some advertising is done in the Kingston daily papers. There are no papers published in this district.

The terms of payment are drafts at 60 days' sight against shipping documents, through either the Colonial Bank or the Bank of Nova Scotia (branches) in Port Antonio. Shipments are made on through bills of lading from New York to the port of destination. Shipping documents attached to drafts through the local banks are surrendered on acceptance.

[The names of importers of rubber heels in the Port Antonio district may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 55619.]

IMPORTATION OF COMPOUNDED MEDICINES INTO GUATEMALA.

The consul general at Guatemala City has transmitted a copy of Government Decree No. 162 of 1902, which regulates the practice of pharmacy and the wholesale drug business in the Republic of Guatemala. The decree covers the classification of medicinal substances and of persons dealing in them, the conditions of the exercise of the profession of pharmacy, the handling of drugs, medicines, and prescriptions, the inspection of places of sale, the fees and charges to be paid by persons engaging in the business, and the penalties to be exacted in case of noncompliance with the regulations. The point to which immediate attention is called, however, is the interpretation placed upon article 26 of the decree by the Board of Directors of the Faculty of Medicine and Pharmacy, and contained in part in a notice inserted in the Guatemalan official newspaper for July 23 last. According to this interpretation, all compounded medicines imported into the country, whether proprietary and secret or not, must be forwarded in sample for examination and analysis to the board; but, in addition to this, a firm of wholesale druggists states in a circular to American correspondents that an advance fee of \$10 is required in each case, and that as a result their firm alone has paid upwards of \$1,000 for such analyses. Since the information at hand with regard to these fees was derived wholly from this circular, and is not contained in any official announcement known to the consulate, it is deemed wise to bring the point to the attention of American manufacturers who may be interested.

The copy of the Government decree mentioned and also a copy of the circular referred to, both of which are in Spanish, will be loaned by the Bureau of Foreign and Domestic Commerce [refer to file No. 64667].

MILKING RECORDS OF PURE-BRED COWS IN CANADA.

[Consul Julius D. Dreher, Toronto, Aug. 14.]

In cooperation with certain associations representing breeds of dairy cows, the Live Stock Branch of the Dominion Department of Agriculture began some nine years ago to keep a record of the yield of thoroughbred milking cows in Canada. A report of the work has been annually containing a list of the animals that qualified for registration, their breed, age, ownership, milking period, production of milk and fat, and other useful information on the subject. The work has increased from year to year until the last report, just published, contains 152 pages of information.

During the year 413 cows qualified for registration, including 196 Holsteins, 123 Ayrshires, 36 Shorthorns, 35 Jerseys, 14 French-Canadians, and 9 Guernseys. The highest records made were as follows: Holstein, 23,717 pounds of milk, 834 pounds of fat; Ayrshire, 16,696 pounds of milk, 729 pounds of fat; Shorthorn, 15,535 pounds of milk, 540 pounds of fat; Jersey, 15,211 pounds of milk, 754 pounds of fat; Guernsey, 11,445 pounds of milk, 520 pounds of fat; and French-Canadian, 10,767 pounds of milk, 453 pounds of fat. This report, which is of special value to dairy farmers, is sent free to persons applying for it to the Publication Branch of the Department of Agriculture at Ottawa.

BRITISH TRADE FOR JULY.

[Consul General Robert P. Skinner, London.]

The following figures represent the British trade for the month of July, 1915, compared with the same month last year:

Exports, July, 1915.....	\$168, 972, 233
Decrease on July, 1914.....	47, 126, 540
Reexports, July, 1915.....	45, 787, 877
Decrease on July, 1914.....	7, 703, 057
Imports, July, 1915.....	367, 653, 057
Increase on July, 1915.....	78, 699, 398

The total value of exports of British products and manufactures was greater than in any other month since the war began.

Items Showing Decreases in Exports.

The following decreases in exports of British products and manufactures make up over 75 per cent of the total decrease in value of exports when compared to July, 1914:

Coal, coke, and manufactured fuel show a loss of 3,185,921 tons, while the value decreased by \$7,193,602, equal to over 15 per cent of the total decrease. Fish exports decreased by 1,027,118 hundred-weight, and by \$2,796,096 in value. Machinery and parts show a decrease of \$7,736,076, or over 16 per cent of the total decrease. Cotton manufactures show a loss in value of \$11,593,030, which is nearly 25 per cent of the total decrease. Woollen manufactures also show a decrease in value by \$6,852,810, equal to about 14.5 per cent of the total decrease. These statistics tend to show that while Great Britain's export trade is curtailed in some directions, in others the loss is small.

Exports of Raw Cocoa and Cotton.

It continues to be the case that many classes of goods the exportation of which from the United States to neutral countries is attended with great difficulties and hazards are going forward freely from Great Britain to the same countries, and in some cases in largely increased quantities. Exports of raw cocoa, for example, are reported in the following quantities:

Countries.	March.		April.	
	1914	1915	1914	1915
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Denmark.....	1,642,909	1,555	685,336	
Norway.....	21,687	276,388	12,586	194,705
Sweden.....	10,562	492,647	16,500	1,150,746
Netherlands.....	496,012	1,532,970	290,884	1,867,126

For July, 1915, the total exports were 7,039,067 pounds, against 1,283,585 pounds in July, 1914.

Exports of cotton, as reported under the cotton-statistics act of 1868, were as follows up to August 5:

	American.	Total exports.
	<i>Bales.</i>	<i>Bales.</i>
To Aug. 5, 1915.....	220,847	445,843
To July 30, 1914.....	106,382	271,980
To July 31, 1913.....	153,832	315,757

Export of British and Colonial and Foreign Goods.

The following table shows the articles of export of British products and manufacture and of colonial and foreign merchandise during July, 1915, compared with the same month in 1914, and in some instances the countries of destination:

Articles.	July, 1914.	July, 1915.	Articles.	July, 1914.	July, 1915.
BRITISH PRODUCTS AND MANUFACTURE.			BRITISH PRODUCTS AND MANUFACTURE—Contd.		
Malt.....cwt.	17,184	110,940	Cotton piece goods dyed or made of dyed yarn. yds.	126,733,000	95,576,000
Rice, cleaned and milled. cwt.	81,766	105,659	Denmark.....do.	352,893	794,208
Wheat meal and flour. do.	174,137	102,049	Netherlands.....do.	1,029,500	268,900
Bran and pollard.....do.	292,074	4,114	France.....do.	537,800	5,093,208
Fish:			Turkey.....do.	7,211,900	250,801
Fresh.....do.	54,286	1,172	Cotton flags, handkerchiefs, shawls, etc., not in the piece. yds.	8,636,500	6,002,000
Salted or cured.....do.	1,007,064	93,507	Denmark.....do.	143,009	260,908
Lard.....do.	1,493	1,427	Netherlands.....do.	123,700	16,000
Refined coconut oil.....do.	1,648	6,967	Turkey.....do.	896,400	5,200
Refined cottonseed oil. tons.	1,387	306	Wool tops.....lbs.	4,021,700	1,446,000
Refined palm oil.....cwt.	1,382	4,901	Worsted yarn.....do.	4,180,000	1,083,300
Coal:			Russia.....do.	140,300	57,508
Denmark.....tons.	228,906	273,192	Sweden.....do.	72,300	21,900
Sweden.....do.	423,349	131,382	Norway.....do.	131,880	119,500
Norway.....do.	172,368	243,107	Denmark.....do.	164,100	133,700
Netherlands.....do.	143,249	179,653	Netherlands.....do.	83,700	71,508
Russia.....do.	870,385	10,152	France.....do.	85,580	265,008
Wool, sheep's and lamb's. lbs.	4,987,900	879,500	United States.....do.	249,700	47,300
Copper, unwrought:			Woolen tissues.....yds.	11,065,400	7,197,600
Netherlands.....tons.	42	103	Sweden.....do.	11,000	34,900
France.....do.	568	103	Norway.....do.	10,700	19,100
British East Indies. tons.	24	30	Denmark.....do.	72,980	159,400
Other countries.....do.	261	79	Netherlands.....do.	346,008	43,900
Copper, wrought or manufactured.....tons.	1,304	1,020	France.....do.	403,300	3,201,400
Norway.....do.	10	40	Turkey.....do.	324,000	10,300
Hardware.....cwt.	82,031	30,770	United States.....do.	1,402,000	451,500
Russia.....do.	838	255	Worsted tissues.....do.	7,545,000	5,148,000
Norway.....do.	175	302	Sweden.....do.	25,600	11,000
Netherlands.....do.	1,006	164	Norway.....do.	9,300	25,100
United States.....do.	1,270	407	Denmark.....do.	15,200	24,300
Cuba.....do.	1,202	1,590	Netherlands.....do.	22,200	8,800
Chile.....do.	1,119	364	France.....do.	50,600	362,700
Brazil.....do.	2,802	1,840	Turkey.....do.	179,000	16,300
Argentina.....do.	2,140	687	United States.....do.	2,028,580	1,705,300
Sewing machines.....No.	12,024	7,090	Carpets and carpet rugs.....sq. yds.	674,308	871,700
Ships.....gross tonnage.	23,968	907	Netherlands.....do.	14,600	5,700
Cotton yarn, bleached and dyed and unbleached, lbs.	19,866,300	13,052,200	United States.....do.	61,800	27,700
Sweden.....lbs.	176,800	107,800	Jute yarn.....lbs.	4,238,600	3,751,400
Russia.....do.	151,200	173,700	Jute manufactures, yards.	12,091,200	10,719,500
Norway.....do.	296,600	434,300	Linen manufactures, piece goods.....yards.	14,008,100	11,878,700
Denmark.....do.	80,200	323,600	COLONIAL AND FOREIGN MERCHANDISE.		
Netherlands.....do.	3,662,000	1,265,900	Wheat.....cwt.	87,773	6,528
France.....do.	431,000	3,223,800	Wheat meal and flour. cwt.	25,204	14,268
Turkey.....do.	701,100	25,700	Barley.....do.	12,580	128
United States.....do.	414,400	482,800	Rice.....do.	123,554	372,658
Cotton piece goods, unbleached.....yds.	222,991,300	190,414,300	Lard.....do.	15,524	14,135
Denmark.....do.	486,400	872,500	Refined coconut oil.....do.	256	2,290
Netherlands.....do.	3,144,500	1,283,900	Refined cottonseed oil. tons.	2	993
France.....do.	65,600	11,055,000	Refined olive oil.....tun.	151	44
Turkey.....do.	8,001,500	42,600	Cinnamon.....lbs.	12,791	99,537
Argentina.....do.	579,600	2,055,400	Ginger.....cwt.	1,723	4,042
Cotton piece goods, bleached.....yards.	177,044,200	174,179,700	Onions.....bushels.	88,147	58,156
Denmark.....do.	682,100	1,211,900	Cocoa, raw.....lbs.	1,283,585	7,039,067
France.....do.	260,700	1,682,500	Coffee:		
Turkey.....do.	11,817,700	177,700	Netherlands.....cwt.	15,339	52,155
Argentina.....do.	1,677,600	4,397,300	Sugar:		
Cotton piece goods, printed.....yards.	102,001,000	78,447,400	Refined.....do.	2,808	2,297
Denmark.....do.	162,300	329,400	Unrefined.....do.	43,118	4,842
Netherlands.....do.	222,000	98,300	Tobacco:		
France.....do.	146,900	508,600	Raw.....lbs.	351,809	6,064,809
Turkey.....do.	11,305,300	82,200	Manufactured.....do.	36,300	48,009
Argentina.....do.	1,568,500	3,949,700			

Articles.	July, 1914.	July, 1915.	Articles.	July, 1914.	July, 1915.
COLONIAL AND FOREIGN MERCHANDISE—contd.			COLONIAL AND FOREIGN MERCHANDISE—contd.		
Raw cotton .....centsals..	142,529	466,765	Unrefined coconut oil		
Russia .....db.	43,912	235,918	.....cwt..	40	8,483
Sweden .....do.	4,667	27,879	Petroleum:		
Netherlands .....do.	4,636	54,509	Lamp oils .....galls..	18,501	63,544
United States .....do.	42,193	102,334	Motor spirit .....do.	22,091	57,959
Raw wool .....lbs.	16,442,976	9,471,390	Lubricating oil.....do.	89,551	155,599
Netherlands .....do.	237,635	339,544	Gas oil .....do.	100	195,042
France .....do.	3,699,361	1,710,143	Fuel oil .....do.	25,977	130,897
United States .....do.	5,259,813	5,943,877	Tallow, unrefined .....cwt.	114,050	54,477
Nuts and kernels for ex- pressing oil .....tons..	2,034	10,482	Rosin .....do.	10,835	60,213
			Rubber .....centsals..	50,327	124,959

The Import Trade.

Imports were less by \$2,772,202 than in June and by \$208,145 than in March, but they were greater than in any other month since the outbreak of war and much greater than in any month preceding the war. Articles classified under food, drink, and tobacco and under raw materials and articles mainly unmanufactured show the greatest increases in value over July, 1914, just as they have in previous months. The following increases make up 72 per cent of the total increase: Grain and flour, \$18,575,445; meat, \$22,170,436; and other food and drink, \$16,211,898. Of the last item the increase in imports of cheese alone was \$4,511,362.

Grain and flour.—9,474,500 hundredweight of wheat were imported, a decrease when compared with July, 1914, chiefly from Argentina, of 1,729,460 hundredweight, but an increase in value of \$7,294,587, showing that decidedly higher prices obtained.

Fruits.—The total imported was less than in July, 1914, largely because of the large British crops of berries and plums; imports of apples, bananas, and oranges increased.

Iron and steel and manufactures thereof.—The net decrease in value of these imports when compared with July, 1914, is \$532,818, nearly all articles showing decreases except tubes and pipes, wire rods, nails and screws, and rails. The United States furnished increased amounts of basic pig, forge and foundry pig, and ferro-manganese and ferrosilicon, and 55,417 tons of steel blooms, billets, and slabs against 2,365 tons in July, 1914.

Clocks.—The imports increased in number from 199,227 in July, 1914, to 248,642, of which the United States furnished 240,899, or nearly 97 per cent.

Cotton manufactures.—This item decreased in value by \$2,021,364, compared with July, 1914.

Woolen and worsted manufactures.—These decreased in value by \$2,623,199.

Articles of Import and Quantity.

The following table shows the imports into the United Kingdom for the month of July, 1914 and 1915, and in certain cases the countries whence imported:

Articles.	July, 1914.	July, 1915.	Articles.	July, 1914.	July, 1915.
Wheat.....cwt..	11,203,960	9,474,500	Wheat—Continued.		
Russia .....do.	638,600	61,100	Canada .....cwt..	3,347,200	2,395,100
United States.....do.	1,957,412	2,366,400	Wheat meal and flour, .....cwt..	757,771	913,813
Argentina.....do.	792,600	875,600			

Articles.	July, 1914.	July, 1915.	Articles.	July, 1914.	July, 1915.
Barley.....cwt..	1,098,800	706,400	Cotton, raw.....centals..	895,303	1,294,228
Turkey.....do....	19,900	7,200	United States.....do....	462,798	908,500
United States.....do....	234,400	296,000	Brazil.....do.....	42,256	6,789
British India.....do....	25,600	227,500	Other foreign coun- tries.....centals..	53,563	34,682
Canada.....do.....	441,300	29,900	British Possessions and Egypt.....centals..	336,696	447,257
Malze.....do.....	4,208,145	4,973,800	Wool, sheep's and lamb's hair.....lbs.....	32,795,210	54,166,151
Roumania.....do....	2,026,900	.....	Mohair (Angora goats' hair.....lbs.....	32,795,210	54,166,151
United States.....do....	100	98,203	Petroleum: Crude.....galls..	2,018,740	16,010,643
Argentina.....do....	1,839,245	4,663,800	Lamp oils.....do....	17,127,785	15,438,600
Beef, chilled.....do....	492,412	230,165	Motor spirit.....do....	14,497,722	10,433,790
United States.....do....	.....	111,281	Lubricating oils.....do....	6,215,496	9,820,733
Argentina.....do....	476,378	83,060	Gas oil.....do.....	13,293,854	3,520,501
Beef, frozen.....do....	290,757	758,832	Fuel oil.....do....	19,257,252	117,483
United States.....do....	50	75,551	Tallow, unrefined.....cwt..	112,298	2,322
Argentina.....do....	65,978	431,192	United States.....do....	78	264,322
Bacon.....do.....	433,189	700,508	Rosin.....do.....	166,140	47,537
Denmark.....do....	265,686	182,624	Cotton yarn.....lbs..	1,283,834	5,625,243
United States.....do....	60,753	428,061	Cotton piece goods.....yds.	12,611,561	38,911
Ham.....do.....	81,203	243,234	Woolen and worsted yarn.....lbs.....	2,241,452	191,230
United States.....do....	74,185	217,749	Woolen and worsted cloths.....yds..	420,437	430,441
Cheese.....do.....	289,094	428,747	Woolen and worsted stuffs and flannels.....do....	5,423,862	24,901
United States.....do....	3,082	127,637	Linen yarn.....lbs..	1,760,010	206,937
Onions.....bushels	583,081	356,389	Linen manufactures, yards.....do.....	1,443,311	1,699
Potatoes.....cwt..	416,684	592,942	Motor cars.....No....	432	433
Cocoa, raw.....lbs..	3,905,607	23,141,601	Motor-car chassis.....do....	713	495
Coffee, including roasted and ground.....cwt..	37,789	144,369	Motor cycles.....do....	172	.....
Sugar: Refined.....cwt..	1,700,639	483,948			
Unrefined.....do....	801,140	1,411,635			
Tobacco, unmanufactur- ed.....lbs.....	9,393,270	26,992,448			
United States.....do....	8,262,223	24,209,987			
Tobacco, manufactured.....lbs.....	299,720	265,777			

[Consul Augustus E. Ingram, Bradford, England, Aug. 12.]

Bradford Shipments to the United States.

The declared exports from the Bradford consular district to the United States during July, 1915, amounted to \$1,686,615, as compared with \$3,580,432 in July last year. The largest items last month were (the figures in parentheses being those of July, 1914): Raw wool, class 1, \$316,913 (\$817,135); class 2, \$2,858 (\$497,877); class 3, \$168,428 (\$30,370). This is the largest total for raw wool since the embargo went into effect. So far as crossbred wools are concerned, it is still in effect, as the item given as class 2 was actually camel's hair. It is, therefore, seen that the exports consisted of merino wool and carpet wool such as Scotch black face.

There were no exports of wool tops, but a small quantity of camel's-hair tops and also mohair tops. Shipments of wool yarn amounted to only \$14,906, as compared with \$179,017 in July, 1914. Mohair yarns also showed a decline. The value of wool and of mohair fabrics exports was \$550,830, which, though only exceeded once this year, is nevertheless a big falling off from \$1,150,817 in July, 1914. Shipments of cotton cloths (dress goods, linings, etc.), which have been below the customary level for many months past, reached a value of \$208,653, as compared with \$308,577 in July, 1914. The export of silk noils has been restricted by the embargo, licenses being granted only for tussah noils, but spun silk yarn reached a total of \$63,082 despite the fall in price.

[Consul Samuel M. Taylor, Birmingham, England, Aug. 10.]

Birmingham Exports to United States.

From August 1, 1914, when war was declared, to August 1, 1915, the value of exports from Birmingham to the United States, compared with the previous 12 months, fell off \$1,007,000.

The total value for the 12 months prior to August 1, 1914, was \$4,702,000, and for the succeeding 12 months it was \$3,695,000. The declines are general, but are more pronounced in artificial silks, yarns, metal manufactures, leather goods, gloves, buttons, and chemicals. The augmented home demand is responsible for much of the decrease. In other cases it is due to lack of labor and high price of labor and raw material. Orders are numerous, but exporters can not get the goods to fill them. The decreases have been mostly in the past six months.

FORECAST OF INDIA'S JUTE CROP.

[Consul General James A. Smith, Calcutta, July 22: supplementing Dundee review in COMMERCE REPORTS for Aug. 23, 1915.]

The preliminary forecast of the jute crop for 1915 has just been made public by the Department of Agriculture of Bengal and covers the estimated area under jute in the three Provinces in India where this fiber is grown, as compared with the acreage figures returned in the final forecast of 1914. The figures are of interest as showing a remarkable decrease in acreage, due, without doubt, to the great fall in prices in the raw material last year after the outbreak of the war, when shipments to both Germany and Austria were entirely suspended. Among jute merchants in Calcutta the official figures given have been received with some skepticism, and are believed to considerably underestimate the acreage actually under jute at the present time.

The acreage figures for the three Provinces are as follows:

Name of Province.	Estimated acreage under jute.		Decrease.
	1914	1915	
Bengal:			
Western.....	467,199	297,369	169,830
Northern.....	855,511	591,385	264,126
Eastern.....	1,549,894	1,150,402	399,492
Cooch Behar.....	44,413	27,556	16,857
Behar and Orissa.....	330,120	215,339	114,781
Assam.....	102,300	83,100	19,200
Total.....	3,349,437	2,365,151	984,286

The following, therefore, are the decreases in acreage: Western Bengal, 36 per cent; northern Bengal, 31 per cent; eastern Bengal, 22 per cent; Cooch Behar, 38 per cent; Behar and Orissa, 35 per cent; Assam, 19 per cent. The total decrease in acreage compared with last year's area is 29 per cent.

Taking into consideration the figures for last year's forecast and the amount of jute which has since come into Calcutta or been exported from India, a considerable quantity of jute has been left over from last year's crop.

Imports of rice at Port Limon, Costa Rica, amount to about \$150,000 annually. Sixty per cent of this has heretofore come from Germany, 22 per cent from the United States, 10 per cent from England, and 8 per cent from China and other countries.

PARAGUAY AS A MARKET FOR TOBACCO.

[Consul Samuel Hamilton Wiley, Asunción, Paraguay, July 7.]

The annual production of tobacco in Paraguay amounts to about 10,500,000 pounds. As nearly as can be calculated, about 30 per cent of this amount is consumed in the country and the rest exported. There is also a small amount of tobacco imported from Brazil and Cuba for local use.

The tobacco consumed here is practically all used for smoking, as chewing and the use of snuff are not indulged in to any extent. For smoking cigars are most generally used, accounting for probably 70 per cent of the total consumption. Among the poorer classes cigars are used by both men and women to a considerable extent. It is customary for the people in the rural sections, and to some extent the poorer classes in the towns, to cultivate a small quantity of tobacco for personal use or to buy it in the markets in leaf form. This tobacco is made up at home into cigars, generally long and shapeless ones which last for an hour or so.

There are numbers of women who make up cigars in their homes for purposes of sale. These retail at from 8 to 75 cents per hundred and are smoked in large numbers by all classes. There are two companies engaged in the manufacture of cigars of better quality, cigarettes, and tobacco for pipes. The cigars manufactured by these two establishments retail at from 20 cents to about \$2 a hundred. No figures of the amount these establishments produce are available, but they manufacture only a small percentage of the tobacco consumed.

Next to cigars, the most popular method of using tobacco is in the form of cigarettes. Practically all the cigarettes consumed here are of domestic material and manufacture. There are two companies engaged in producing them, the prices of their products ranging from seven-tenths of a cent per package of 12 cigarettes to 8 cents per package of 16.

Pipes are smoked only by a few foreign residents, who either use domestic tobacco or import small quantities for personal use.

Imports and Exports.

Leaf tobacco was imported into Paraguay during 1914 to the amount of 23,754 kilos (52,259 pounds), from the following countries: Brazil, 19,594 kilos (43,107 pounds); Chile, 16 kilos (35 pounds); Cuba, 3,424 kilos (7,533 pounds); Holland, 670 kilos (1,474 pounds); United States, 50 kilos (110 pounds).

The exportation of tobacco during 1914 amounted to 4,532,577 kilos (9,971,669 pounds), going principally to the Argentine Republic, Germany, France, and Holland.

Import Duties and Internal-Revenue Taxes.

The import duties on tobacco and manufactures thereof are as follows:

Cigarettes in general, 62 per cent ad valorem on a valuation of \$3.86 per kilo (2.2 pounds), weight of interior package included.

Cigars, Habana, loose or in packages or boxes, 62 per cent ad valorem on a valuation of \$9.65 per kilo, weight of interior package included.

All other cigars, 62 per cent ad valorem on a valuation of \$2.90 per kilo, weight of interior package included.

Tobacco, leaf, of all kinds, 62 per cent ad valorem on a valuation of \$0.48 per kilo, gross weight.

Tobacco, granulated or otherwise prepared for smoking, 62 per cent ad valorem on a valuation of \$0.97 per kilo, weight of interior package included.

In addition to these duties, there are the following charges on importation: For slingage or handling, \$0.03 per 10 kilos (22 pounds), gross weight; statistical charge, one-half per mill of value.

The internal-revenue taxes on tobacco and its manufactures are as follows:

Tobacco prepared for smoking, in any form, 20 per cent of selling price to consumer.

Cigars and cigarettes of all kinds, 20 per cent of selling price to consumer.

For tobacco products of foreign origin there is an additional internal-revenue tax as follows:

Cigarettes in general, for each package of not more than 20 cigarettes, \$0.02.

Cigars, Habana or imitations thereof, \$0.06 each cigar.

All other foreign cigars, \$0.04 each cigar.

Tobacco prepared for smoking, \$0.04 per 50 grams (1½ ounces).

There is no Government monopoly of the sale of tobacco.

Opportunities for Market.

The demand for foreign tobacco, cigars, or cigarettes is very limited. A few of the foreign residents import small quantities for personal use. The natives do not care for foreign tobacco, preferring that of domestic production. American tobacco, chiefly of English manufacture, has been kept in small quantities by one or two of the importing houses, but the demand for it was so limited and the duties and internal revenue charges so high that they have ceased to do so. The demand would not warrant the establishment of factories here for the manufacture of American tobacco. The preference for the domestic article, and the low price at which it can be sold, would make competition almost impossible to meet.

PRINTING PRICES IN FOREIGN CURRENCY.

[Consul Ernest A. Wakefield, Port Elizabeth, South Africa, July 14.]

On various occasions the desirability of printing prices of American goods in British currency has been amply demonstrated in this office. Some importers definitely refuse to inspect catalogues unless quoted prices are in pounds, shillings, and pence.

The importer usually reckons on the basis of \$5 to the pound sterling and is then disappointed when the price, calculated on this rate of exchange, exceeds the estimate. Then, again, the discounts, which to the American are vastly more simple when in dollars and cents, seem to puzzle many importers to a considerable extent.

Now that an opportunity exists for a decided increase in American manufactures, and importers are, both from inclination and necessity, obliged to devote time to these details, the desire for price lists in English money is frequently expressed. Nearly all German lines were formerly quoted here in sterling. German exporters also displayed a willingness to alter sizes or designs to suit localities.

This office has had a number of exchange cards typed (basis, \$4.8665=£1 sterling) for the use of importers. This seems to answer fairly well, but is not nearly as satisfactory as price lists in English money would be.

COTTON YARN IMPORTATIONS INTO CHILE.

[L. J. Keena, American Consul General, Valparaiso, Chile, July 12.]

The following statistics show the imports of cotton yarn into the Republic of Chile for the years 1913 and 1914, with totals and details regarding countries of origin. For figures for earlier years for purposes of comparison, see the monograph on cotton goods in Latin America, Part IV, Chile, etc., Special Agents' Series, No. 44.

Country of origin.	1913		1914	
	Pounds.	Value.	Pounds.	Value.
YARN IN SKEINS.				
France	12,368	\$6,143	9,017	\$4,478
Germany	33,797	16,786	14,131	7,018
Great Britain	102,225	50,774	76,746	38,119
United States	15,119	7,510		
All others	7,939	3,943	9,568	4,732
Total	171,448	85,156	109,462	54,367
YARN FOR WEAVING, EMBROIDERING, AND STAMPING.				
Belgium	700,970	290,137	322,810	133,614
France	41,058	16,994	70,533	29,195
Germany	814,132	336,931	654,510	270,907
Great Britain	616,529	255,203	410,130	169,756
Italy	609,497	262,275	250,390	103,628
Spain			39,131	15,196
United States	77,496	32,076	39,894	16,513
Total	2,859,682	1,183,616	1,787,398	739,809
WICKING.				
Germany	419	55	4,200	556
Great Britain	68,982	9,137	11,023	1,490
United States	41,954	5,556	30,180	3,997
All others	20,271	2,685	419	56
Total	131,626	17,433	45,822	6,009

General Remarks on the Foregoing Statistics.

No statistical classification is made as to white, colored, or gray, or as to the amount coming in single or doubled. The cotton yarn most in demand in Chile is white and of 36, 30, 20, 16, 14, 12, and 6 counts. Cops are generally preferred if properly prepared. There has been, however, some criticism of American cops on the ground that difficulties arise from their faulty construction, and one company is now, as a result, ordering yarn in cones. Another factory complains that it has suffered to some extent from short weight in shipments from the United States, owing to the use of too much paper wrapping and interlining in packing.

There are no houses in Valparaiso which import cotton yarn for sale. [A list of concerns which import on orders and of the factories which are the principle buyers of yarn may be obtained from the Bureau of Foreign and Domestic Commerce and its branches. Refer to File No. 64583. Correspondence with these firms should be in Spanish and weights should, if possible, be expressed in the metric system.]

Cotton yarn is not produced in Chile in commercial quantities.

Wicking for Candles.

The statistics given under this head include also a quantity of cotton cord used for sewing sacks and similar purposes. The type

of wicking preferred in Chile is of unbleached cotton, as the bleached article is considered inferior on account of the amount of ash which it leaves. Candles of local manufacture are of poor quality and do not carry well the ash thus given off. Wicking is not stocked, but is either imported direct by the candle manufacturers or obtained on order through one of the importing houses referred to above.

[Samples of some of the classes and grades of cotton yarns most in demand in Chile have been received by the Bureau of Foreign and Domestic Commerce, and will be loaned on request. Refer to File No. 64583.]

Opportunities for American Trade.

During the present year a larger percentage than heretofore of cotton yarn purchases have been made in the United States. Some of these have been direct, but the bulk of them probably through the importing houses just mentioned. The opportunity for American products in this trade is at the present time exceptional. The principal handicap appears to be the lack of any house or salesman established in the territory and thoroughly conversant with the needs of the local market and the types, grades, and prices of the yarns and other goods produced in the United States. If at any time it should be decided to establish in Chile a distributing house for American cotton goods, with a view to the intelligent development of this branch of the local market—at present one with which our relations are very slight—yarns and wicking will undoubtedly form important objects of importation and sale.

NEW ZEALAND TRADE AND INDUSTRIAL NOTES.

[Consul General Alfred A. Winslow, Auckland, July 13.]

Savings Deposits in New Zealand.

The deposits in the post-office savings banks of New Zealand amounted to \$92,697,233 at the close of 1914, a gain of \$6,332,801 for the year. This means a per capita saving account of very nearly \$90.

Sheep in New Zealand.

At the close of 1914 there were 24,465,526 sheep in New Zealand, a decrease of 333,237 over the same date in 1913. The production of wool for 1913 amounted to 202,177,078 pounds, which was an increase of 2,062,031 pounds over 1912.

Lumbering in New Zealand.

Late heavy rains have been very favorable for lumbering interests in New Zealand, having raised the streams until the large number of logs cut have floated down until all the booms are full. Log supplies have never been larger, and the output of lumber is expected to be greater this year than ever before.

Grading of Hemp and Tow in New Zealand.

During the year ending June 30, 1915, there were 86,241 bales of hemp and 23,168 bales of tow graded in New Zealand against 134,876 bales and 43,719 bales, respectively, for the same period ending June 30, 1914. This decrease in the production of hemp and tow was largely due to the lack of rain at the proper time. A large crop is expected for the year ending June 30, 1916.

LAWS SUGGESTED TO LESSEN MINING DANGERS.

A publication of considerable interest to the metal-mining districts of the United States has just been issued by the Bureau of Mines under the title "Rules and Regulations for Metal Mines." It is to be known as Bulletin 75, and the authors are W. R. Ingalls, J. Parke Channing, James Douglas, James R. Finlay, and John Hays Hammond. The committee that prepared the rules was originally appointed at a meeting of the American Mining Congress, at Denver, Colo., in November, 1906, and its object was the drafting of a modern law governing quarrying and metalliferous mining which could be recommended to the several States for adoption, in the hope that the passage of such a uniform law by the mining States would tend to lower the number of fatal and serious accidents.

When the committee took up its work it found that Colorado, Missouri, Montana, and New York were the only States that had enacted mining laws of broad scope applicable to other than coal mines: California, Arizona, Idaho, Kansas, Michigan, Minnesota, Nevada, New Mexico, North Carolina, Oregon, South Dakota, Tennessee, Utah, Washington, and Wyoming were found to have statutes pertaining to metalliferous mining, but with few and incomplete safety provisions.

This committee of the American Mining Congress did considerable work along this line and made a number of reports. In April, 1911, Dr. Joseph A. Holmes, Director of the Bureau of Mines, invited the committee to serve as a committee of that bureau, with the idea of preparing a final draft of a law, and this was accepted.

Based on Composite of Existing Laws.

Starting with a composite of existing laws, the committee by successive stages endeavored to work out a general law that would embody the best mining thought of the day, be in accord with approved modern mining practices, and at the same time be effective and practical in operation and not merely a collection of rules and regulations to be disregarded or enforced at will. The committee, in discussing its report, says:

We consider our work to be especially of educational character rather than anything else. It will be useful in three main ways, we think—as a basis for State legislation; as a basis for private systems of inspection; as a collection of simple rules for the guidance of everybody engaged in mining.

Since the publication of our first report several States have adopted new mining laws and amended their old ones. In this connection our code has served some purpose; for example, in the drafting of the laws that now stand on the books of the States of Nevada and Arizona.

Since our first publication most of the mining companies of consequence have adopted inspection systems, or have at least framed codes of safety rules, which have been based to a large extent on our code. This tendency, in fact, has become one of the most important phases in the national movement for "safety first."

Report of Educational Value to Operators.

We consider, however, that the chief usefulness of the code of rules that we have formulated will be to small operators, who frequently engage in unsafe practices without knowing that they are unsafe or without thinking about the matter at all. There is a reasonable hope that our report will be of educational value to all mining operators.

The code of mining rules that has been finally drafted by the committee is the coordination of the experiences, opinions, and suggestions of a great many men who have assisted the committee in an advisory capacity and as directly,

employed aids. The former have included many engineers actively engaged in practice, members of professional societies, and members of the bar; the latter have included members of the regular staff of the Bureau of Mines and of the personal staffs of members of the committee. The committee confesses its inability to formulate at the present time adequate rules covering the important subject of ventilation of mines. Similarly there are many practices in open-cut mining, by steam shovels, etc., regarding which the committee has felt unable to formulate rules. We feel, however, that the rules so far as prescribed may advantageously be applied to open mining whether it be simple quarrying or the extraction of metalliferous mineral, as well as to underground mining.

ILLUSTRATIVE INCIDENT IN LATIN AMERICAN TRADE.

[Special Agent Garrard Harris.]

As has been several times noted, American merchants have yet many little points to learn as to the best way to deal with business houses in Central America. Personality plays an important part in business in the countries to the south of us, and manifestations of friendly interest often serve to cement the bonds of business relations. A case in point has come to my notice in Panama.

Last May a fire occurred in Colon, Panama, in which many blocks of houses, including many business houses, were burned, with a loss of some millions of dollars. A month or so later a business man received two letters in the same mail, one from a firm in England and the other from a United States concern. He had been dealing with both firms about the same length of time and was apparently in the position of an old and reliable customer with both of them. His rating, moreover, was first class. The English letter was in cordial terms, and said in part:

We have many trading friends in the city of Colon, and we are anxiously awaiting news to hear that none of them have suffered from the fire. We realize full well that business can not be very brisk on the Isthmus, and that this fire, coming along at this time, must indeed make matters very awkward for people in the city of Panama. We wish to take the opportunity of expressing our sincere regret at the disaster. Of course the burdens of the present situation in England are falling heavily on all of us, but we are meeting the situation. Give yourself no occasion for worry at the state of your account. We know how conditions are. Send on your orders and they will be filled as usual and upon the usual credit terms.

The letter from the American firm was short and ran about as follows: "Dear Sir: Owing to war conditions we are compelled to curtail our lines of credit, and the terms in future will be, etc." The terms offered were practically cash.

The contrast between these letters was striking, and the difference in the effect they produced on the mind of the merchant receiving them can easily be imagined. It is obvious that American trade with Central America will not supplant that of European competitors until such details as these are handled as carefully as they are from Europe.

Reports received by the council of the British Cotton Growing Association at its August meeting in Manchester gave the total crop from the Sudan this year as amounting to more than 24,000 bales, valued at about \$1,500,000. The yields at the experimental stations on the Gezira Plain during the past season amounted to more than 450 pounds of lint cotton per acre, a result which was accepted by the association as showing satisfactory conditions.

TRADE WITH ITALY.

[Consul John H. Grout, Milan, Aug. 5.]

The British Chamber of Commerce in this city, in a recent bulletin published a "précis (abstract) of articles appearing in the Italian press" on the subject of trade with Italy. Although only Great Britain and Germany are referred to as the exporting countries, the United States may well be substituted for either, since many of the suggestions contained in it should be of equal interest to American merchants. In addition, it may be said that only German exporters have been well supplied with direct banking facilities. Some years ago an effort was made to establish a British bank here, but this was given up. At present preparations are being made for the establishment of an American-Italian joint-stock bank, and it is hoped that the opening of such a bank will not be delayed many months.

American merchants are becoming keen competitors in this market, much of this progress being due to the energy and work of the American Chamber of Commerce in Milan. As indicating a recognition of this growing American competition, it may be noted that rumors are being spread to the effect that it is useless to endeavor to do business with the United States on any appreciable scale, inasmuch as shipping conditions are an obstruction to deliveries.

The summary of articles published in the Italian press concerning the Italian trade situation refers particularly to the difficulty presented by high prices and terms of payment. These are described as almost insurmountable obstacles. For certain machines produced in Italy at 100 lire, foreign firms ask, in some cases, as high as 250 lire. Payment in advance, it is said, is quite impossible for a country like Italy, in which, for certain goods, even payment on delivery of the goods appears impracticable. Foreign exporters must adapt themselves to the requirements and needs of the market. Excessive conservatism should be avoided. The statement is made that countries desiring to increase their exports to Italy should rely not so much on money and facilities as on men—men who will "cooperate like a disciplined army" in carrying out a whole program of commercial penetration. Special emphasis is placed on the advantage to be derived from using the metric system, rather than the weights and measures employed in the United States.

URUGUAY'S CUSTOMS REVENUE FOR THE YEAR.

[American Minister R. E. Jeffery, Montevideo, July 8.]

The figures prepared by the Montevideo Times at the close of the financial year 1914-15 show a decrease in the Uruguayan customs revenue the past year of \$3,564,400 from the preceding year. The total for the year just closed, \$11,367,700, is the lowest in 10 years, the figures not being much above those for 1904-5, which was partly a period of civil war. The Times says:

This heavy decrease can afford no surprise to those who have followed the monthly customs returns every month, with the exception of June, having shown a decline as compared with the corresponding month in the previous year, though that also was a year of unbroken decline.

In 1913-14 the internal monetary and commercial crisis was the sole cause of the decrease, but in 1914-15 the European war has proved an accelerating factor, as has been the case in all the Republics. As, however, the last two or three months have shown a slightly better tendency, it may be hoped that bottom has been touched at last and that the tide has begun to turn.

UNITED STATES REVENUE FROM SHIP ENTRIES.

Tonnage taxes collected on the entry of vessels, American and foreign, in the foreign trade of the United States during the past fiscal year ended June 30 were the largest in over 30 years, amounting to \$1,314,916.80. This amount is \$4,157.17 greater than for the year ended June 30, 1914.

British and French ships paid \$792,094, or \$201 more than during the year ended June 30, 1914; German ships, which paid \$186,844 in 1914, this year paid only \$25,871, nearly all of which, of course, was paid in July and early August, 1914. American ships paid \$104,736, compared with \$77,445 in 1914, the increase being due mainly to the ship-registry act and the Government war-risk insurance on American ships.

The increased receipts from American, Dutch, Scandinavian, Spanish, Italian, and Japanese ships made good the loss of revenue from German and Austrian ships.

Revenue from tonnage taxes, contrary to expectations, has remained undiminished in spite of the European war, owing principally to the great reduction of the immigrant traffic and ocean pleasure travel. Tonnage taxes are levied on five voyages of a ship a year. Many of the large trans-Atlantic liners, which ordinarily make 10 or 12 voyages a year, have been withdrawn from regular service and employed as transports to carry the troops of the allies from all parts of the world to the several seats of war. Their places in American trade have been partly supplied by cargo steamers, making relatively few voyages each and paying tonnage taxes accordingly on each entry.

COMMERCIAL HANDBOOKS ON FOREIGN COUNTRIES.

The series of business handbooks on foreign countries which have been issued to date by the Bureau of Foreign and Domestic Commerce are as follows, with the nominal price affixed at which they may be purchased from the Superintendent of Documents, Washington, D. C.:

Australia: Special Consular Reports No. 47, issued in 1911; 126 pages; 10c.

New Zealand: Special Consular Reports No. 57, issued in 1912; 220 pages, with map; 15c.

Russia: Special Consular Reports No. 61, issued in 1913; 253 pages, with large folder map; 50c.

Alaska, Hawaii, Porto Rico, and Philippines: Special Agents Series No. 67, issued in 1913; 116 pages; 10c.

Canada and Newfoundland: Special Agents Series No. 76, issued in 1913; 94 pages; 10c.

South America: Special Agents Series No. 81, issued in 1914; 216 pages; 25c.

Dominican Republic: Special Consular Reports No. 65, issued in 1914; 36 pages; 5c.

British India, with notes on Ceylon, Afghanistan, and Tibet: Special Consular Reports No. 72, issued in 1915; 640 pages, with large folder map and 25 illustrations; exhaustive reviews and statistics of India's industries and commerce; cloth-bound copies, \$1.

The annual fire loss of Canada is figured at \$20,000,000 by the *Monetary Times*, of Toronto.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Carbons, No. 18147.—An American consular officer in the United Kingdom reports that he has had a request for quotations on arc-light carbons. He states that a similar request was recently published, which brought unduly high quotations. The inquirer desires to act as an agent.

Machinery, chemicals, etc., No. 18148.—A firm in France informs an American consular officer that it is desirous of receiving offers, price lists, catalogues, and full information from American manufacturers of machines, tools, equipment, and chemicals, to be used in connection with its cold-storage, refrigerating, and ice-making establishment. Correspondence may be in English.

Electrical supplies, No. 18149.—An agency in Italy writes an American consular officer that it wishes to receive printed matter, price lists, etc., from American manufacturers of electrical household appliances, such as flatirons, grills, water heaters, fans, etc. It is stated that the firm has large show windows for display purposes.

Vulcanizing machinery, No. 18150.—An American consular officer in Brazil transmits the name and address of a man in his district who maintains a repair shop for vulcanizing automobile tires. The man desires to import the latest models of vulcanizing machinery. He is also desirous of obtaining rubber and rubber paste. Communications should be in the Portuguese language. References are given.

General agency, No. 18151.—The bureau is in receipt of a communication from a business firm in Argentina which desires to represent American manufacturers and exporters. The firm does not specify any particular line. Samples and full information should be sent at once. The firm states that it is thoroughly familiar with business conditions in the Argentine and neighboring Republics. Correspondence should be in Spanish.

Electrical equipment, No. 18152.—The commercial agent of the bureau in Chicago is in receipt of a letter from a firm in that city stating that it has an inquiry from a business man in Argentina who is interested in electrical equipment. The inquirer states that he is in a position to sell large quantities of lamps, lamp cord, and electrical appliances, etc.

Hides, scrap rubber, No. 18153.—An American consular officer in Brazil reports that a business man in his district is desirous of forming trade relations with American firms desirous of importing hides of neat cattle and old rubber tires. He states that he is in a position to furnish 100 tons of scrap rubber. References are given.

Door lock, No. 18154.—An American consular officer in Italy has transmitted the name and address of a business man in his district who controls exclusive patent rights in the United States for an automatic door lock which is used largely in hotels, private houses, offices, apartment houses, etc. Interested firms should correspond in Italian, French, or German.

Office furniture, No. 18155.—An American consular officer in Greece would be glad to have catalogues, price lists, and full information from American manufacturers of oak office furniture. Prices should indicate clearly whether they are f. o. b. New York or c. i. f. destination. Prices f. o. b. factory are not desired. He states that it is probable that a large trade can be built up in this line.

Aniline, No. 18156.—A firm in Italy informs an American consular officer that it desires to be placed in communication with American manufacturers and exporters of aniline dyes. Correspondence should be in French or Italian. Samples and prices c. i. f. destination should be submitted at once. Payment will be made against shipping documents in the foreign port.

Photographic material, No. 18157.—An American consular officer in Brazil transmits the name and address of a business man in his district who desires to receive catalogues, price lists, and full information relative to photographic plates and paper. Correspondence should be in Portuguese.

- Ceresine**, No. 18158.—A representative of an Italian firm informs an American consular officer that he desires to receive the names and addresses of American exporters of ceresine (imitation beeswax). He states that he is in a position to import large quantities which is used for the manufacture of floor wax. Correspondence should be in French or Italian. Samples, with c. i. f. quotations, are desired. Payment will be made against shipping documents in the foreign port.
- Gold laces and cords**, No. 18159.—An American consular officer in Spain has transmitted a book containing samples of hand-made gold laces and cords which are manufactured in his district. He also transmits the name and address of a business man who desires to establish commercial relations with American importers of such goods. The samples may be examined at the bureau or its branch offices. (Refer to file No. 64711.)
- Brazilian hardwoods**, No. 18160.—A firm in Brazil has informed an American consular officer that it owns a large stock of woods suitable for the manufacture of pianos, cabinets, firearms, furniture, fittings, etc., and is desirous of communicating with American importers of such woods. Correspondence may be in English. References are given.
- Oxide of iron**, No. 18161.—An American consular officer in Italy transmits the name of a representative of a firm in his district who desires to establish commercial relations with American exporters of oxide of iron. He states that he is in a position to import large quantities of this material, which is used in making floor wax. Correspondence should be in French or Italian. Samples and c. i. f. quotations should be sent at once. Payment will be made against shipping documents in the foreign port.
- Handles**, No. 18162.—A manufacturing company in Canada writes an American consular officer that it desires to be put in touch with American manufacturers and exporters of malleable and stamped steel handles, tinned or nickeled, for shoe daubers. Reference is given.
- Oil drums**, No. 18163.—An American consular officer in Spain writes that a firm in his district is interested in securing, immediately, iron drums for oil with a capacity of 200 and 700 liters. Prices should be made in 100 lots. c. i. f. destination in gold pesetas or francs. Correspondence should be in Spanish. Reference is given.
- Precious stones**, No. 18164.—A business man in Russia informs an American consular officer that he is desirous of establishing commercial relations with American importers of precious stones, such as rubies, amethysts, and about 3,000 pounds of topaz.
- Agricultural machinery and parts**, No. 18165.—A firm in Spain informs an American consular officer that it is desirous of securing prices, terms, catalogues, etc., of agricultural machinery, gasoline engines; also parts for machinery. The firm wishes to purchase on its own account. Correspondence and literature should be in the Spanish language. Reference is given.
- Cement, drugs, chemicals, etc.**, No. 18166.—An American consular officer in Brazil reports that a firm in his district wishes to represent American manufacturers and exporters of cement, drugs, chemicals, automobile accessories, and hardware. Catalogues, price lists, and full information should be sent at once. Correspondence may be in English. References are given.
- Coal**, No. 18167.—An American consular officer in Russia transmits the name and address of a railroad official who desires to receive names and addresses of American producers and exporters of coal, who are in a position to ship coal to Russian Black Sea ports at the conclusion of the war.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Docking and repairing, No. 2589.—Sealed proposals will be received at the office of the lighthouse inspector, Boston, Mass., until September 7, 1915, for docking and repairing light vessel No. 66. Blank proposals and particulars may be obtained by addressing the above office.

Bituminous coal, No. 2590.—Sealed proposals will be received at the United States engineer office, room 707, Army Building, 39 Whitehall Street, New York City, until September 24, 1915, for furnishing and trimming into United States dredges during the period ending September 30, 1916, 9,000 to 25,000 tons of bituminous coal. Further information on application.

Telescopic sights and telescopes, No. 2591.—Sealed proposals will be received at the office of the Chief of Ordnance, United States Army, for 34 2-inch telescopic sights, model of 1909, and 4 extra telescopes with carrying cases. Further particulars may be had upon application to the above-named office.

Excavation and construction work, No. 2592.—Sealed proposals will be received at the office of the United States Reclamation Service, Malta, Mont., until September 20, 1915, for structures, Nelson Reservoir South Canal, Milk River project, involving about 25,000 cubic yards of excavation, 1,700 cubic yards of concrete, placing of 115,000 pounds of steel reinforcement, placing of 85,000 feet b. m. of lumber in wooden structures, and erection of 450 linear feet of metal flume. Further particulars may be obtained from the United States Reclamation Service, Washington, D. C., Denver, Colo., or Malta, Mont.

Drugs, chemicals, rubber goods, etc., No. 2593.—Sealed proposals will be received at the Medical Supply Depot, New York City, until September 1, 1915, for furnishing drugs, chemicals, rubber goods, surgical instruments, scales, sponges, bandages, corks, flasks, medicine droppers, opaque jars, pencils, vials, glassware, etc. Further particulars may be obtained by addressing the above office.

Earthwork and structures, No. 2594.—Sealed proposals will be received at the office of the United States Reclamation Service, Malta, Mont., until September 20, 1915, for earthwork and structures, Bowdoin Canal, Milk River project, involving about 215,000 cubic yards of excavation, 450 cubic yards of reinforced concrete, 420 square yards of dry paving, placing of 30,000 pounds of steel reinforcement, and placing in wooden structures of about 12,000 feet B. M. of lumber. For further particulars address the United States Reclamation Service, Washington, D. C., Denver, Colo., or Malta, Mont.

Construction work, No. 2595.—Sealed proposals will be received at the United States Coast Guard Service, Treasury Department, Washington, D. C., until September 21, 1915, for the construction of a boathouse, crew's quarters, and launchway, moving present building and removing old launchway, at Marblehead Coast Guard Station, Marblehead, Ohio. Specifications and drawings, form of proposal, etc., and full information may be obtained upon application to the superintendent, tenth district, Coast Guard, Buffalo, N. Y.; keeper, Marblehead Coast Guard Station, Marblehead, Ohio; or to above-named office.

Construction work, No. 2596.—Sealed proposals will be received by the United States Reclamation Service, Newell, S. Dak., until September 16, 1915, for the construction of approximately 3,285 linear feet of 60-inch, and 450 linear feet of 24-inch diameter continuous wood stave pipe. For particulars address the United States Reclamation Service, Washington, D. C., Denver, Colo., or Newell, S. Dak.

Panama Canal supplies, No. 2597.—Sealed proposals will be received by the general purchasing officer, the Panama Canal, Washington, D. C., until September 13, 1915, for furnishing, by steamer, free of all charges, on dock either at Colon or Cristobal (Atlantic ports) or port of Ancon (Balboa,

Canal Zone, Pacific port), Isthmus of Panama, capstans, switchboards, cables, and other electrical supplies. For further particulars address the above-named office.

Panama Canal supplies, No. 2598.—Sealed proposals will be received by the general purchasing officer, the Panama Canal, Washington, D. C., until September 10, 1915, for furnishing manilla rope, suction hose, packing, asbestos gaskets, steel metal, boiler tubes, propellers, vacuum gauges, steam gauges, grease cups, dies, reamers, files, twist drills, screws, horse-shoe nails, machetes, vises, hoes, anvils, car bits, tackle blocks, spring hinges, mule shoes, wagon jacks, dustbrushes, wall brushes, soldering coppers, cotters, rubber bands, paper, pencils, and lumber. Circular No. 963.

NEW ZEALAND FINANCES.

[Australasian Insurance and Banking Record; transmitted by Commercial Attaché William C. Downs, Melbourne, Australia, July 14.]

New Zealand has not followed the example of Australia in establishing a Government note issue, but without such an expedient the results shown by the public accounts for the financial year ended March 31 last are of a favorable character. The figures of the ordinary revenue account may be summarized, in comparison with those for the two previous financial years, as follows:

Receipts and expenditures.	1912-13	1913-14	1914-15
RECEIPTS.			
Balance at beginning of year	\$3,927,400	\$3,451,800	\$2,076,900
Revenue	57,086,000	59,471,400	60,537,700
Other receipts	1,200	493,400	1,278,100
Total	61,014,600	63,416,600	63,892,700
Expenditure, permanent and annual appropriations	53,914,100	57,532,800	60,227,800
Transferred to public-works fund	3,043,700	3,283,900	1,702,800
Other payments		523,000	1,237,000
Balance at end of year	3,451,800	2,076,900	725,100
Total	61,014,600	63,416,600	63,892,700

The total revenue, \$60,537,700, shows an increase of \$1,066,300 as compared with the previous financial year. Customs revenue shows a decrease of \$1,262,300, stamp and death duties an increase of \$949,800, and railways an increase of \$379,200, the railway revenue being \$19,979,000 for 1914-15, against \$19,599,800 for 1913-14. The public-works fund shows an expenditure on works amounting to \$12,441,200 (against \$11,782,000 for the previous financial year), of which \$1,702,800 is provided from revenue by means of the above-mentioned transfer, and the balance out of loans. Of the total public-works expenditure, \$5,579,200 is on account of railways, against \$5,375,300 in 1913-14. Relatively to population, New Zealand loan expenditure is now on a much smaller scale than in Australia, and the position has been more easily manageable. The war-expenses account shows expenditure under the public revenues amendment act, 1914, section 8, \$10,468,700, and appropriation act, 1914, section 25, \$97,300.

A single metric ton (2,204.6 pounds) represented Sweden's export trade in oats during the three months ended with March, 1915. This is in marked contrast to shipments of 20,495 metric tons in the corresponding period of 1914 and 20,212 tons in January-March, 1913.

FIRST NATIONAL EXPOSITION OF CORN IN BRAZIL.

[Consul Maddin Summers, São Paulo, Brazil, July 23.]

The first national exposition of corn in Brazil was held in São Paulo in the rooms of the Sociedade Paulista de Agricultura during three days of last July. It was modeled on those which have met with such success in the United States, for it was initiated by Conde Amadeu A. Barbiellini, the editor of the well-known agricultural review *Chacaras e Quintaes* and a great admirer of the American methods of agriculture. It was held under the patronage of the state minister of agriculture.

The exposition was visited by prominent planters from many States, who took advantage of the occasion to supply themselves with high-grade seed for the coming crops. The exhibits were particularly numerous from the States of Rio Grande do Sul, Santa Catharina, Paraná, São Paulo, Matto Grosso, and Minas Geraes, the specimens from the south being exceptionally fine. Many handsome premiums were awarded, among which were a large number of American agricultural machines. These were exhibited in the exposition rooms and were greatly admired.

Proposed Organization of "Corn Clubs."

It is the intention of the organizers to form "corn clubs" throughout the country, to be conducted in the same manner as in the United States. At the opening ceremonies the director, Dr. Benjamin Huncutt, referred in enthusiastic terms to the success of such institutions in the country where they originated, and expressed a hope that they could be fostered in Brazil.

The large cattle industry in the State of Sao Paulo is creating an additional demand for corn, and the local agricultural authorities are doing everything possible to improve the quantity and quality of the crops.

The State produced, in 1910, 27,949,400 bushels; 1911, 27,900,000 bushels; 1912, 31,210,000 bushels; 1913, 28,400,000 bushels; 1914, 27,925,000 bushels (estimated). No corn is exported and none imported, as the State grows enough for its own consumption.

A factor which will operate to reduce the quantity of cane cut for sugar in Queensland, Australia, this season is the demand for fodder. Many farmers are selling their cane for this purpose, while all the tops are being gathered up and sent to stock districts. Queensland exported 7,500 pounds of sugar from cane in 1913, the last year for which figures are available, with a total value of \$394. Of this amount 7,000 pounds was Australian product.

The customs revenue of the Uruguayan Government for the fiscal year ended June 30, 1915, totaled \$11,754,212 United States gold, or \$3,685,590 less than in the preceding twelvemonth. June, 1915, was the only month during the year that showed a gain in revenue over the corresponding month of 1913-14.

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No. 204 Washington, D. C., Tuesday, August 31 1915

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PROVISIONS OF COTTON-FUTURES ACT INTERPRETED.

Numerous questions which have been raised as to the effect of the cotton futures act in specific instances, and have been submitted to the Department of Agriculture by persons interested in the respective transactions, form the subject of a series of opinions issued in printed form by the Office of Markets and Rural Organization, the same publication including an address on the cotton futures act delivered before the Alabama State Bar Association by Francis G. Caffey, Solicitor of the Department of Agriculture.

The opinions relate to the authority of the Department of Agriculture under this legislation, including the lack of authority to assume liability for cotton unfit for delivery or of facilities for supervising or enforcing the fulfillment of contracts, the possible extension of time for filing complaints, and the limitation of its authority to pass on the presence of foreign matter in cotton, treatment of alleged fictitious disputes, transactions exempt from taxation, and the tender of undeliverable cotton. The opinions are presented by Charles J. Brand, Chief of the Office of Markets.

The possibility of extending the time for the filing of complaints is pointed out in reply to a question on the subject. The explanation is given that the period of time allowed by the regulations—on or prior to the tenth day succeeding the day on which the person making a tender gives to the person receiving it written notice of the date of the delivery of the cotton involved—was fixed to suit the average case, and is believed to be sufficient for this purpose; but in exceptional cases an extension of time for a reasonable period may be applied for and may be granted within the discretion of the Secretary.

In the same letter, in reply to the complaint that the receiver is placed at a disadvantage in being required to pay at the time of tender for undeliverable cotton that is tendered, so that the tenderer has the use and control of the money until it is decided whether or

not the cotton is of a deliverable grade or quality or length of staple, the Office of Markets suggests that much of the difficulty would be obviated if a rule were adopted by the exchange, and made a part of the contracts, to the effect that payment to the receiver of all or a part of the money be withheld, or that it be put in trust, to be paid over as the interest of the parties appear.

These opinions in full, together with the other material included in the pamphlet, may be obtained, without charge, in "Service and Regulatory Announcements No. 5," issued by the Department of Agriculture, Office of the Markets, by application to the Division of Publications, Department of Agriculture.

BITUMEN DEPOSIT IN HONDURAS.

[Special Agent Garrard Harris.]

There has been discovered in Honduras, on the west coast, in the vicinity of Juticalpa, a deposit of remarkably pure bitumen, or asphalt. Prospects uncovered for over 150 yards show the bed to be of great purity, and there are outcroppings for several miles. The discovery was made by an American citizen, resident in Honduras, who has the control of the property, and who is anxious to interest capital to develop the field. It is considerably distant from the Pacific port of Amapala, which will have to be the port of shipment, but is on the line of a new model road the Government of Honduras is preparing to construct, so that motor transportation will soon be available, and it is not greatly distant from the logical line of the contemplated railroad from Amapala to the interior of Honduras. There are over 15,000 acres in the tract that is controlled by the man who discovered the deposit. [The name and address of the man who discovered the deposit may be obtained from the Bureau of Foreign and Domestic Commerce and its branches—refer to File No. 640.]

REGISTERED TONNAGE OF AMERICAN VESSELS.

American ships registered for the foreign trade on June 30, 1915, numbered 2,768, of 1,813,775 gross tons, an increase of 737,623 gross tons over American shipping for foreign trade at the end of the fiscal year 1914. This is about triple the increase in registered tonnage for any previous year in American history.

Our registered tonnage is now much greater than at any time since 1863, when we had 2,026,114 gross tons in foreign trade. It is many times more efficient, however, as the steam tonnage now amounts to 1,273,067 gross tons, while in 1863 it amounted to only 133,215 tons.

The increase from the Ship Registry Act of August 18, 1914, to June 30, 1915, was so rapid that tonnage under the American flag now employed in foreign trade is nearly equal to such tonnage under the French or Norwegian flags. British tonnage, of course, is more than tenfold greater.

In the first four months of the current year Norway imported more than twice as much raw and refined sugar as in the corresponding period of 1914 or 1913.

SILESIAN COKE PRODUCTION AND MARKET.

[Consul Harry G. Seltzer, Breslau, Germany, July 28.]

According to an official announcement, the Silesian coke production in May, 1915, reached the high-water mark of 1,788,000 metric tons, an increase of 9 per cent over the preceding month and of 3 per cent over May, 1914. About 161,000 tons were exported in May, against 141,000 tons in April. In normal times the average monthly export is about 450,000 tons.

Although manufacturers always had some difficulty in marketing their output in peace times, the demand is now just about equal to the supply. This is due, first, to the reduced quantities of coal mined since the opening of the war on account of the lack of labor; and second, to the larger use of coke by railroads and manufacturing plants as a substitute or as a supplement to coal. The demand is further steadied by the large contracts with the railways and with the factories, foundries, and electrical works which are now engaged in furnishing army supplies. Individual consumers have to be satisfied with such quantities as may remain after these large Government contracts have been filled.

Of the smaller sorts (crushed coke) larger quantities are again offered for sale, since most of the coke manufacturers have enlarged their plants for the production of by-products. However, it may be said in general that sales are still limited as to quantity and date of delivery. The future of the coke industry will depend largely upon the labor supply and the consequent increase of coal production to its normal basis. Coke manufacturers are rather cautious about the extension of their plants and are not attempting to do any more than meet immediate demands.

On account of the decreased supply of steam coal, the demand for coke is steadily increasing. Whether this demand will continue to grow will be largely determined, first, by the supply of coal available; second, by the results of mixed (coal and coke) firing; and, third, by the price at which coke may be produced under improved conditions and a steadier market. Following the example of the Prussian Government Railways, which consume about 240,000 tons of coke monthly, other railway administrations are also beginning to use coke in large quantities in connection with coal. In addition to these demands dealers and consumers are anxiously looking for their autumn supplies, with the result that prices are steadily advancing.

Irrigation Systems in Argentina.

The Bureau of Foreign and Domestic Commerce has on file a list of the irrigation projects of Argentina, furnished by Special Agent J. A. Massel. This list shows the area at present under irrigation in each Province and the area that will be made available when proposed systems are completed. The names of the projects, the height of the dikes, and the names of the rivers whose water is used are also given. This list will be loaned to persons interested on application to the Bureau of Foreign and Domestic Commerce—refer to File No. 677.

NEW SOUTH WALES SHEEP SHOW.

[Consul General J. I. Brittain, Sydney, Australia, July 8.]

The twenty-first annual show of the New South Wales Sheep-breeders' Association was held at the Royal Agricultural Society's grounds, Sydney, last week.

Notwithstanding the severity of the drought, which lasted until late in the autumn and caused the loss of thousands of sheep, the show was all that could be expected.

Despite the drought, there were more entries than at the last year's show. There were 797 sheep exhibited this year, against 784 last year. In the Merino class there were 211 exhibits, against 257 last year. In the British breeds there were 486, against 407 last year. The exhibits indicated a tendency among the breeders to get away from wrinkles in favor of plain bodies and sheep with strong constitutions.

Other leading breeds exhibited were Lincolns, exhibits being present from New South Wales, Victoria, and New Zealand. The champion ram exhibited was from Canterbury, New Zealand.

In the Romney Marsh class there were 132 entries. In the Corriedales class there were 25 entries, all being fine-looking sheep, being a breed between the old long-wool and Downe's breed. Southdowns and Shropshires were the best exhibited for several years, although the number exhibited was rather small.

There was also an exhibit of Angora rams, having beautiful long fleeces reaching to the ground.

An interesting feature of the show was the exhibit made of sheep dogs driving the sheep through hurdles and over bridges.

GREEK MERCANTILE MARINE EXPANDING.

Statistics recently published by a local journal in Greece reveal the fact that in the 18 months ending with December 31, 1914, there were 85 steamers of 219,450 gross tons added to the list of ships sailing under the Greek flag. The value of these vessels, reckoned at an average of \$39 per ton gross, amounts to \$8,543,627.

These figures, indicating steady development of the Greek mercantile marine, are in accord with the comparative figures presented by Lloyd's Register for the past dozen or more years. The number of vessels in the merchant fleet of Greece at the end of 1903, according to that publication, was 210 steamers, with a combined tonnage of 202,140, and at the end of 1914 it numbered 440 steamers, with a tonnage of approximately 900,000. At the latter date there were 4 vessels of more than 6,000 tons, 15 of more than 4,000 tons, 84 of more than 3,000 tons, 134 of more than 2,000 tons, and 203 under 2,000 tons.

The increase of rates since the South African War has contributed largely to the development of the shipping of the Mediterranean nation, and as a result of the present war it has been estimated that the Greek mercantile marine will realize in 1915 an amount exceeding \$14,000,000. The present total value of these ships is estimated at \$33,092,200.

OPENING FOR COTTON BAGS IN PORTO RICO.

[Harwood Hall, correspondent, San Juan, Aug. 20.]

Buyers for sugar mills are much perplexed over the recent British embargo placed on jute bags, which prohibits their exportation to any destination (COMMERCE REPORTS, July 14.) It is feared here that if this embargo does not already include shipments from all British possessions that it may be so extended.

Many hundred thousand jute bags are imported here annually. They are used chiefly for packing raw sugar to be shipped to the refinery. Some are used for coffee sacks. Generally the bags are imported direct from India, but frequently come from London or from New York. The sugar bags are made in various sizes, to hold from 200 pounds to 320 pounds of sugar.

During the last sugar season there was some difficulty in getting bags here. One British steamer carrying a cargo of jute bags was sunk by a German vessel after leaving Calcutta, and other steamers were slow in getting here. Prices were extremely high. One sugar company purchased 50,000 American-made cotton bags to be used in the event that their jute bags were not delivered, but when the jute bags arrived the American bags were not used.

There is a prejudice against the American-made bag due to the belief that it is not sufficiently strong to carry sugar, but should the supply of jute be shut off the sugar men must inevitably purchase cotton bags in the American market. The supply of jute bags for the next sugar crop, which starts in December, has largely been ordered, but it is understood that no deliveries have been made. It is noticed that many grains, including oats and corn, which formerly came in jute bags are now coming to this market in cotton bags.

In 1913 Porto Rico's purchases of jute bags amounted to \$348,205; in 1914, \$524,577; in 1915, \$471,243.

AMERICAN TRADE JOURNALS USED FOR ADVERTISING.

[Consul A. B. Cooke, Patras, Greece, July 28.]

The Patras consulate receives regularly at its reading tables a number of American trade journals representing various fields of industry. As soon as a current issue of any journal arrives the back number of the journal is removed from the table.

In times past these back numbers were sent up to the consulate's storeroom, there to gather dust and to become an increasing incubus. Now these back numbers are used locally to advertise American-made goods. As soon as a journal is taken from the table a neat strip of paper is pasted across its face bearing the typewritten words "Compliments of the American consulate, Patras," and the journal is sent out to some local firm who is interested in the field covered by the journal.

As the journals are made up largely of advertisements of American-made goods of all sorts, it is believed they will do much to get the people of this district acquainted, at least in general, with the great activities of American manufactures. This is a propitious time for such advertising, when merchants in all lines are turning to the United States as a hitherto undiscovered country.

COMMERCIAL ORGANIZATIONS OF THE UNITED STATES.

Facts about all sorts of organizations which bear a vital relation to the business activities of the country are presented in compact form in the directory of "Commercial Organizations of the United States," a new edition of which has been issued by the Bureau of Foreign and Domestic Commerce. The previous volume was prepared in 1913, and all the data embraced in that publication were made to contribute toward the breadth and completeness of the new directory, which, nevertheless, has been compiled from actual returns received from various authentic sources within the reach of the bureau. Dependence was not placed entirely on the information given by trade organizations in response to circulars sent out from Washington, but valuable assistance was afforded by the Post Office Department, through the postmasters, who reported upon commercial organizations in their respective sections.

The result is the most complete list of organizations directly related to the commercial life of the country that has ever been issued. The first edition was widely circulated in the United States and copies were also in use in foreign countries in all parts of the world. With a complete revision, the book is expected to be still more valuable to business men and to those who wish to reach business men in the larger groups that are here represented.

In the compilation the organizations have been divided into three classes—interstate, national, and international in one; State and territorial in the second; strictly local associations in the third. The first class mentioned are listed both alphabetically and by trade classifications; the others are grouped according to the States in which they are located.

In addition to data relating to dues, income, number of members, and date of annual meeting, the field of service and special activities of the respective local organizations are shown as far as practicable by the use of symbols.

Copies of the publication may be obtained at 15 cents each from the Superintendent of Documents, Washington, D. C., or from the branch offices of the Bureau of Foreign and Domestic Commerce.

CORRECTION IN RUSSIAN REVENUE FIGURES.

By comparison with Russian official statistics it has been found that in the report on Russian revenues and trade, published in **COMMERCE REPORTS** for August 28, 1915, the last three ciphers should be omitted from all statements of Russian revenue. The paragraph should read as follows:

"The revenues collected from January 1 to April 1 amounted to 518,649,000 rubles (\$282,554,000 at the normal exchange rate of \$0.515 to the ruble). Compared with the revenues received during the corresponding period of last year they showed a decrease of \$146,877,000. The greatest reduction was in the revenue from the spirit monopoly, which during the first three months of 1914 yielded \$111,631,000, while during the corresponding period of this year the revenue amounted to only \$3,823,000. A considerable decrease also occurred in the revenue from customs duties, Government railways, taxes on transfers of property, and other items."

IMPORTS AND EXPORTS OF COPPER.

The imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan, during the week ended August 21, 1915, follow:

IMPORTS.

Countries.	Ore, matte and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	<i>Pounds.</i>		<i>Pounds.</i>	
England.....			979,000	\$176,220
Canada.....	167,700	\$22,013	263,400	46,095
Chile.....	250,867	40,139	408,223	65,370
Peru.....	67,313	11,444	847,500	144,025
Hongkong.....			1,380	500
Japan.....			473,352	91,436
Portuguese Africa.....			586,550	93,848
Total.....	485,880	73,596	3,559,405	617,494

DOMESTIC EXPORTS.

Countries.	Pigs, ingots, bars, plates, and old, etc.		Countries.	Pigs, ingots, bars, plates, and old, etc.	
	<i>Pounds.</i>			<i>Pounds.</i>	
France.....	6,770,690	\$1,321,352	Haiti.....	4,339	\$1,090
Italy.....	249,587	51,103	Chile.....	6,669	1,750
Netherlands.....	27,999	7,937	Japanese possessions.....	720,000	13,094
Portugal.....	9,490	1,750	Russia in Asia.....	225,223	46,976
Spain.....	128,965	25,494	Philippine Islands.....	2,693	543
England.....	1,413,524	270,020	Canary Islands.....	1,979	496
Canada.....	3,264	692			
Newfoundland.....	495	130	Total.....	9,566,132	1,742,659
Cuba.....	1,185	272			

EXHIBIT OF AMERICAN MANUFACTURES IN SALVADOR.

[Chargé d'Affaires Henry F. Tenant, American Legation, San Salvador, July 29.]

This office has received a letter from the publisher of the *Diario del Salvador*, which is one of the most important newspapers in Central America and is issued by a company incorporated in the State of New York. The letter outlines briefly a plan for the establishment in the capital city of San Salvador of an "American bazaar," the primary purpose of which would be to constitute a permanent exhibition of samples of American manufactured goods, for which the writer believes that there should be a good demand in the country.

With regard to the project in general, the writer says:

My company can, through its paper, render valuable service to the interests of the manufacturers who decide to furnish me with samples of their products, and who give me, at the same time, instructions with regard to the conditions and terms of sale, and any other information which would be required by merchants, manufacturers, and farmers desiring to obtain the goods which are needed in our markets now even more than ever before on account of the almost complete interruption of business relations with Europe. I am now giving you the plan only in outline, but you will easily appreciate the many advantages which it offers to the manufacturing interests of the United States.

As a means of carrying out his plan the writer desires to get in touch with manufacturing houses in this country which may be interested. He was himself at the time of writing (the end of July) preparing to leave for a trip to New York, Philadelphia, and Washington, his time to be devoted to this phase of the matter.

ALLEGED INJURIOUS SHEEP DIPS.

[Consul Augustus E. Ingram, Bradford, England, July 30.]

An interesting discussion has been going on between the Bradford Chamber of Commerce on the one hand and the South African Government on the other with respect to the alleged injurious character of sheep dips composed of caustic soda and sulphur. The use of such dips had been recommended by the Agricultural Department of the Union of South Africa as a remedy for the disease known as scab. It was asserted by the Bradford chamber that any wool so treated will be badly damaged and partially dissolved; that it is more difficult to scour; that alkaline soda salts destroy the spinning qualities of the wool, decrease the elasticity of the yarn, and always make pieces made from such yarn take a ruddy color in the dyeing; and that wool treated with alkalies has a stronger affinity for coloring matters than wool not so treated, the result being that when the former is blended with the latter the fabric shows unevenness of dyeing, causing great trouble and claims for damages.

In a reply to these contentions the chief sheep expert of the South African Government says that the fears thus expressed are in reality unfounded, provided the caustic-soda-sulphur dip is made in proportions prescribed by the official directions. He denies that it then partakes of the nature of a wool solvent. He speaks of the enormous damage caused to South African wools by the ravages of scab and adds that "the damage caused by the improper use of alkalies is hardly likely to be greater than that caused by the scab mites, for wool from sheep which have suffered from scab is brittle and structureless and has lost both its spinning and felting qualities." With reference to the question of dyeing, it is stated that "the fact that manufacturers themselves use caustic soda and caustic potash in the course of the manufacture of wool into cloth is proof conclusive that, while these substances may be dangerous when applied in a careless manner, they cause no damage to the wool when properly used." The opinion of Allan Davison, late principal inspector of sheep, is cited to the effect that the lime-sulphur dip is the best cure for scab and that it possesses preventive as well as curative properties.

HORSESHOE NAILS IN CUBA.

[Consul P. Merrill Griffith, Santiago de Cuba, Aug. 11.]

Horseshoe nails of German and Swiss manufacture are used exclusively in this section of Cuba. They were introduced years ago and have dominated this market ever since. They are reputed to be much cheaper than the nails of American manufacture and superior in both flexibility and tenacity. They are imported in cases containing five boxes of 22 pounds each, gross, each box retailing at \$2.25. No American horseshoe nails are on sale in the retail stores.

The supply from Europe of nails and other necessities of similar character being practically cut off at present, it would seem to be an opportune time for American manufacturers to make a thorough investigation of these conditions with a view to extending their trade.

[Samples of Swiss and German nails accompanied this report and may be inspected at the Bureau of Foreign and Domestic Commerce.]

DYEING-TRADE SITUATION IN BRADFORD.

[Consul Augustus E. Ingram, Bradford, England, July 31.]

The dyeware situation in England appears still to be very difficult, and a perfect solution of the difficulties has not yet been found. The directors of British Dyes, Limited, are reported to be inquiring for a suitable site for works at Selby, Yorkshire, but considerable time must necessarily elapse before any such works can be established and placed in operation. Moreover, progress is likely to be slow owing to the shortage of labor and to the fact that certain intermediate products from which a large range of aniline dyes are derived are needed for the manufacture of explosives. Much is being done to relieve the situation by having recourse to natural dyestuffs, but a great variety of fancy shades in anilines can not now be executed.

The Bradford Dyers' Association has recently issued a notice to its customers stating that, owing to the present condition of the color supply, the acceptance by them of dyeing orders, whether forming part of a contract or otherwise, and the receipt and holding by them of the relative goods does not necessarily imply ability on their part to dye them. It is entirely dependent upon their having the requisite materials available when the goods are ready for the dyeing process. Delivery may consequently be subject to delay or may even become impossible, whether the goods be in the prepared state or in the gray. Moreover, they state that their dyes are for the present entirely without guaranty for defects, either apparent or latent. Goods sent them for dyeing are accepted only on the understanding of the above position.

In regard to cotton italians, linings, venetians, and gabardines they state that as the supply of dye wares ordinarily used for such goods has practically come to an end they are unable to accept any more dyeing orders except for a more expensive and less controllable process. The price is advanced 2 to 4 cents per yard, subject to usual war advances. They add that the number of shades by this process will be limited and considerable allowance must be made for variation in matching and evenness of color. In regard to orders on hand, the goods will not be subject to the above advance in price, but in all probability allowance must be made for limited range of shades and variation in matching, etc.

Practically the same announcement is made by them in regard to all cotton cashmeres, coatings, moreens, poplins, and automobile cloths, venetians, tientsin twills and jeans, except that the advances in price do not apply to blacks, whites, creams, buffs, écrus, or doves.

In regard to the shortage of labor, arrangements have been made between the Bradford Dyer's Association and the trade union representatives of the employees. After several conferences it has been agreed that men shall be temporarily transferred from establishments where work is slack to form a relief staff to work at other branches, and thus bring about more economy of operation. It is probable, therefore, that later on some branches of the association may be closed down, owing to this shortage of colors and labor.

The navel orange has been known in Valencia, Spain, for 35 or 40 years, but there are only 150 acres planted with this variety, as the yield is light.

NEED OF CARE IN SHIPPING TO CENTRAL AMERICA.

[Special Agent Garrard Harris.]

Not long ago a mistake made by an American fancy dress goods house in shipping an order to Costa Rica lost them at least one good customer and probably many more. A member of the family of a prominent local official had been attracted by their catalogue and sent them an order to the amount of about \$19, accompanying it with a remittance in payment. One item, of relatively minor importance but representing the most expensive goods in the lot, consisted of silk stockings. In Costa Rica import duties are assessed on weight, and the whole of a shipment takes the rate of the most valuable part of its contents; so that the duty on those goods, which were packed in a heavy wooden box, and were assessed at the rate of the silk stockings, came to an equivalent of about \$30. When a request for some reimbursement on account of the careless packing was made to the shipper it was entirely refused. The effect, heightened in the case of this class of goods by the fact that the purchaser was socially prominent, was that the house in question, which had at first made an excellent impression with its catalogues, lost many prospective customers. Other firms in the United States which have customers in the same place, being acquainted with the rules by which Central American tariffs are applied, pack the goods in light, strong containers, ship them by parcel post, and have no difficulty in doing business.

AMOI EXPORTS MORE TO PHILIPPINES.

[Consul Lester Maynard, Amoy, China, June 26.]

The declared exports from the Amoy consular district to the Philippine Islands during the first six months of the calendar year amounted to \$56,164, as compared with \$40,780 during the corresponding period of 1914. This gain of \$15,384 indicates a healthy state of trade, despite adverse conditions. Although these totals are not large, at the present rate of increase the trade between this port and Manila will be of considerable importance in the course of a few years.

The principal increases are confined to articles produced by the canning companies of this city. As a result of restricted markets in the Straits Settlements the companies have been seeking new fields, and, since almost the entire Chinese population of the Philippine Islands originally came from this district, it is easy to understand that a good market can be created in Manila.

[The subject of the trade relations between Amoy and the Philippine Islands was discussed by Consul Maynard in his annual report, which appeared in supplement 52d, published on June 28.]

Austrian Prices of Leather, Iron, and Wool.

The Vienna Chamber of Commerce, at the request of the American consulate general there, has furnished a list of prices of leather in January, September, and December, 1914, and March, 1915. This will be loaned on application to the Bureau of Foreign and Domestic Commerce or its branches. (Refer to file No. 65008.)

CANADIAN MARKET FOR BINDER TWINE.

[Consul Henry P. Starrett, Fort William, Ontario, Aug. 9.]

Owing to the promise of an exceptional grain crop in the Canadian west the shipments of binder twine to the western provinces, through the twin cities of Fort William and Port Arthur, are very heavy, averaging nearly 20 carloads per day.

During the fiscal year ended March 31, 1913, the total Canadian purchases of this commodity amounted to 44,308,256 pounds, of which 14,556,133 pounds were produced by domestic manufacturers under bounty, and 29,752,123 pounds were imported, practically all of the importation coming from the United States. During the fiscal year 1914 the total purchases amounted to approximately 54,225,267 pounds, of which 17,467,360 pounds were estimated to be of domestic production, and 36,757,907 pounds imported principally from the United States. Dealers now estimate that the total sales during the present season will run well over 60,000,000 pounds. It is stated that a considerable quantity of the imports this year are coming from Ireland.

A list of Canadian companies producing binder twine and cordage may be obtained from the Bureau of Foreign and Domestic Commerce and its branches. (Refer to file No. 64546.)

NAPLES IMPORTS MORE GRAIN.

[Consul Jay White, Naples, Italy, Aug. 3.]

Grain imports at the ports of the Naples consular district during the first six months of 1915 have been as follows: Naples, 406,570 tons; Torre Annunziata, 110,207 tons; Castellammare di Stabia, 51,389 tons; Salerno, 11,457 tons; total, 579,623 tons. Of this total North America supplied 489,354 tons, while the remainder came from South America.

Figures for 1914 are not available in the case of each separate town, but are collated and tabulated as for the customs port of Naples. These statistics show that the total amount of grain of all kinds entering Naples during the first six months of 1914 was 150,354 tons (only 26 per cent of the 1915 amount). The value was \$6,554,925.

WATCHES AND CLOCKS IN COSTA RICA.

[Consul Chester Donaldson, Port Limon, Aug. 7.]

About \$12,000 worth of watches and clocks are annually imported at this port. Fifty per cent of these come ordinarily from the United States, 40 per cent from Germany, and 10 per cent from all other countries. The greater part of the watches are those with cheap metal cases, such as are sold in the countries of origin for \$1 to \$5 each, but are retailed here for \$3.50 to \$18. The clocks for sale here are also of the cheapest make—chiefly table clocks—such as are worth in New York at retail from \$0.69 to \$3 each.

[Names of four importers of these articles in the Port Limon district may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65036.]

AMERICAN PURCHASES FROM SAXONY.

[Consul M. J. Hendrick, Plauen, Germany, July 27.]

During the six months ended June 30, 1914, the value of exports to the United States declared at the American consulate, Plauen, Saxony, Germany, totaled \$2,474,774; during the corresponding six months in 1915 the value totaled \$899,454 (a decrease of nearly 64 per cent). Details of kinds and values of exports are herewith given:

Articles.	1914	1915	Articles.	1914	1915
Baskets	\$2, 447	\$1, 903	Laces and embroideries—Continued.		
Bourette	11, 207	7, 554	Silk, artificial	\$45, 706	\$5, 111
Brushes	18, 107	7, 484	Metal	8, 906	785
Buttons	6, 320	304	Torchon	2, 047	2, 368
Carpets and rugs	10, 470	.....	Leather gloves.	497, 210	170, 724
Chemical colors	1, 385	1, 175	Machinery:		
Chinaware	3, 191	619	Embroidery	62, 619	110, 681
Cotton stuffs:			Textile	7, 694	.....
Buckram	16, 355	4, 500	Metal goods:		
Covers	7, 370	611	Aluminum utensils.	14, 232	.....
Cloth	7, 330	958	Brand drawing pins	2, 408	3, 868
Nets	84, 568	.....	Flexible metal nose	782	.....
Yarn	8, 958	.....	Lamps, parts of, etc.	30, 796	8, 346
Enameled ironware	24, 666	13, 061	Wire heddles	2, 496	.....
Flowers, artificial. ....	.....	.....	Musical instruments.	1, 299	.....
Hair goods, nets, wigs, etc.	8, 208	3, 572	Paper goods	84, 217	27, 487
Hosiery:			Trimmings and fringes.	27, 612	7, 293
Cotton	3, 327	.....	Tungsten powder	61, 948	.....
Elastic .....	.....	.....	Wood pulp	1, 636	.....
Woolen	1, 822	.....	Woolen dress goods	217, 642	63, 825
Lace curtains	1, 936	714	Woolen yarn	27, 475	.....
Laces and embroideries:			Miscellaneous	6, 577	2, 306
Cambric	542	.....		
Cotton	1, 141, 723	455, 224	Total	2, 474, 774	899, 454
Linen	11, 609	5, 961			

VALPARAISO MUSEUM WANTS MERCHANDISE SAMPLES.

[Consul General L. J. Keena, Valparaiso, Chile, July 26.]

The Museo de Valparaiso is establishing a sample room of articles of all descriptions—unmanufactured, in process of manufacture, and manufactured—as a commercial reference room and as a part of the museo's educational program. A large number of samples have been donated by the various business houses of Valparaiso, notably by the importing houses.

In answer to an inquiry from this office the director of the museo has written that he would be greatly pleased to receive samples of American merchandise for the museo, and also any American commercial literature that might be sent him in whatever language printed.

The director hopes to make the sample room of the museo truly representative of many of the products on sale in the world's markets. In helping toward the attainment of this object American manufacturers will be placing samples of their merchandise in a permanent public exhibition, which should attract a constantly increasing attendance.

The Museo de Valparaiso is officially authorized by order of the Minister of Foreign Relations to establish a commercial section under the general direction of that ministry. All samples, catalogues, trade papers, etc., should be plainly addressed as follows: Museo de Valparaiso, Seccion Comercial y Industrial, Centro Jeneral de Referencias y Propaganda, Playa Ancha, Valparaiso. Casilla 5099.

THE CITRUS FRUITS OF JAVA.

[Consul B. S. Ralrden, Batavia.]

The Department of Agriculture of this colony states that citrus fruits are grown to some extent in Java, and almost every native of Java among the 30,000,000 has one to three citrus trees in his garden. As Java has both dry and wet climates, also hot and fairly cold ones, some districts are better suited for the cultivation of citrus fruits than others. The following citrus fruits are grown in Java for market purposes:

"Djeroek Delima."—A pomelo variety with red flesh and having an acid taste; found in the neighborhood of Batavia, and a favorite fruit among the Europeans.

"Djeroek Bali."—A very sweet variety of the pomelo, rather tasteless, but much in favor with the Chinese and natives; found principally in the neighborhood of Bandoeng, in the Preanger District, also in the Kediri District, in mid Java.

"Djeroek Manis."—An orange, perhaps a cross between the Valencia late and a St. Michael, cultivated in the mountain district near Malang, in East Java, at an elevation of about 3,000 feet above the sea.

"Djeroek Keprok," or "Djeroek Paseh."—A big mandarin (probably the Emperor) cultivated also in East Java near Malang, and in the West Java district near Garoet.

"Djeroek Nipis."—A lime, and an important fruit in the native household; grown throughout Java and principally for home use, but not in large quantities.

"Djeroek Sitroen."—A lemon cultivated on a very small scale in Java, although many parts of Java are well adapted for such cultivation, and will, no doubt, increase.

In one small district near Malang, East Java, there are 15,000 bearing orange trees, and 34,000 bearing mandarin trees, or 49,000 trees in 3,134 gardens; an average of 16 citrus trees in a garden bearing pomelo, limes, lemons, etc. Some of the gardens mentioned had as many as 100 trees, and 5 of them over 200 trees.

Figs are not cultivated in Java; there is a white and a red variety of pomegranate grown on a small scale; a green variety of the avocado; and the loquat cultivated to some extent in the district near Buitenzorg. The "cherimoya" is an imported fruit and produced on a very small scale principally in the district near Buitenzorg.

MOVING-PICTURE FILMS FOR SWEDEN.

[Consul General Ernest L. Harris, Stockholm, July 30.]

According to reports from Germany, the Imperial Government has prohibited the exportation of German films to Sweden. This will affect not only the industry as far as the importers in this city are concerned but the entertainment of the people as well, for the reason that some of the most interesting pictures in this respect have thus far come from Germany. While most of the moving-picture establishments are closed at present on account of the summer holidays, yet they all open September 1, and it is predicted that the source of entertainment will be much curtailed.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Timber, No. 2599.—Sealed proposals will be received at the office of the Lighthouse Inspector, Detroit, Mich., until September 9, 1915, for the sale of approximately 75,000 feet b. m. of merchantable hardwood timber on Charity Island Lighthouse Reservation, Mich.; the lumbering operations to include cutting of all wolf trees without cost to the United States. Blank proposals and particulars may be obtained by addressing the above office.

Construction work, No. 2600.—Sealed proposals will be received at the Supervising Architect's office, Treasury Department, Washington, D. C., until September 20, 1915, for the construction complete (including mechanical equipment) of an attendant quarters, disinfecting shed, oil house, wharf, etc., for the quarantine station at Tampa Bay, Fla. Drawings and specifications may be obtained from the custodian at Tampa Bay, Fla., or at the Washington office.

Structural and miscellaneous steel, etc., No. 2601.—Sealed proposals will be received at the office of Superintendent of Prisons, Department of Justice, Washington, D. C., until September 20, 1915, for furnishing and delivering at the United States penitentiary, Atlanta, Ga., reinforcing material and structural and miscellaneous steel, iron, and brass work. Specifications and further information may be had upon application at the Washington office.

Construction work, No. 2602.—Sealed proposals will be received by the Commissioner of Fisheries, Department of Commerce, Washington, D. C., until September 20, 1915, for the construction of a fish culturist's cottage at the Louisville, Ky., fisheries station. Blank proposals, specifications, plans, and particulars may be had on application to the Commissioner of Fisheries, Washington, D. C.

Field glasses, No. 2603.—Sealed proposals will be received at the office of the Chief of the Signal Corps, War Department, Washington, D. C., for furnishing type EE field glasses in accordance with Signal Corps spec. 263-J. Samples of type EE glass may be seen in the Signal Corps laboratory, 1710 Pennsylvania Avenue NW., Washington, D. C., and in the office of the department signal officer, eastern department, 39 Whitehall Street, New York City.

Remodeling and extension of post office, No. 2604.—Sealed proposals will be received at the Supervising Architect's Office, Treasury Department, Washington, D. C., until September 29, 1915, for remodeling and extension (including mechanical equipment and approaches) of the United States post office and courthouse at Harrisburg, Pa. Drawings and specifications may be obtained from the custodian at Harrisburg, Pa., or at the Washington office.

Post-office construction, No. 2605.—Sealed proposals will be received until September 29, 1915, at the Supervising Architect's Office, Treasury Department, Washington, D. C., for the construction complete (including mechanical equipment, interior lighting fixtures, and approaches) of the United States post office at Smyrna, Del. Drawings and specifications may be had upon application to the Washington office or the custodian of the site at Smyrna, Del.

Construction of stable, No. 2606.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until September 25, 1915, for the construction of a stable at the naval hospital, navy yard, Puget Sound, Wash. Plans and specifications may be obtained on application to the Washington office or to the commandant of the navy yard, Bremerton, Wash.

Labor and material, No. 2607.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., for furnishing and installing the piping, pumps, boilers, heaters, buildings, and insulations

for four fuel-oil storage stations at Bremerton, Wash.; Mare Island, Cal.; San Diego, Cal., and Norfolk, Va. Plans and specifications may be obtained on application to the Washington office when accompanied by a certified check for \$25 to insure their return, or may be seen at the navy yards and station named, or at the navy yard, New York, N. Y.

Panama Canal supplies, No. 2608.—Sealed proposals will be received at the office of the general purchasing officer of the Panama Canal, Washington, D. C., until September 2, 1915, for furnishing, by steamer, free of all charges, on dock either at Colon (Atlantic port) or Port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama, steel transverse anchors for Pier No. 18, lime, rock salt, coal tar, sal soda, sal ammoniac, carbon bisulphide, muriatic acid, lard oil, neat's-foot oil, lampblack, locomotive back, paints, waste baskets, bristol board, and paper. Circular No. 961.

SUGGESTION TO AMERICAN MANUFACTURERS.

[Commercial Attaché William C. Downs Melbourne, Australia, July 21.]

It is suggested that all American manufacturers having agents or representatives in Australia and New Zealand communicate with the office of the commercial attaché at Melbourne, Australia, giving the names and addresses of these agents and representatives, and any other information that may be useful in regard to the extent of territory over which they have control. A brief statement should also be made of the class and character of the goods manufactured.

It is believed that if such a directory is compiled and kept on file at the offices of the commercial attachés it will greatly facilitate American trade and lead to securing business which otherwise would be lost. The commercial attachés and consuls are in receipt of frequent inquiries for names and addresses of manufacturers of different classes of goods and cheerfully furnish the inquiries with as complete lists as possible of reliable manufacturers. It frequently happens, however, that the inquiring parties find, after two months have been spent in correspondence, that the manufacturers have representatives on the spot from whom the information could have been obtained without delay, and in some cases have exclusive sales arrangements for the territory in question which prevent their executing orders unless they are passed through their representatives. In this way much business is lost. In other cases, where the goods are absolutely required without delay, there is no time to write for information, and business is lost which might have been secured had the inquirers been referred to some one on the spot who could give the necessary detailed information and who has authority to accept orders.

CHILEAN IMPORTS OF COAL AND COKE.

[Consul L. J. Keena, Valparaiso, July 27.]

Official figures of the imports of coal and coke into Chile for 1914 are now available, giving the amounts for the individual countries from which they were received. The coal imports by countries, in metric tons of 2,204.62 pounds, were: Great Britain, 527,576; Germany, 46,157; Belgium, 17,208; Holland, 2,621; Australia, 516,889; United States, 143,404; India, 3,704; total, 1,257,559.

The coke imports were: Great Britain, 9,588 metric tons; Germany, 20,031; Belgium, 4,647; Holland, 4,040; Australia, 6,720; United States, 1,885; total, 46,911.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

Corrugated steel plates, electric motors, etc., No. 18168.—A firm in Spain writes an American consular officer that it wishes to secure catalogues and full information relative to electric motors and corrugated steel plates, such as are used by manufacturers of rolling doors. Correspondence should be in Spanish. Bank reference is given.

Canauba wax, No. 18169.—A business man in Brazil has transmitted, through an American consular officer, four samples of canauba wax, with prices f. o. b. shipping port. Sample No. 1, first quality, about 31 cents per pound; No. 2, second quality, about 26 cents per pound; No. 3, "Mediana," about 28 cents per pound; and No. 4, "Flor," about 34 cents per pound. Firms interested in the importation of this wax may examine the samples at the Bureau or its branch offices. (Refer to file No. 64706.) References are given.

Antimony, etc., No. 18170.—A business man in Spain informs an American consular officer that he wishes to receive, as soon as possible, c. i. f. quotations on 2 tons of Japanese sulphur of antimony, 1 ton of commercial potash, 100 kilos of nickle sulphate and ammonia sulphate, 1 to 2 tons of powdered or crystallized borax, and 100 kilos of boric acid. Correspondence should be in Spanish. Quotations should be in gold pesetas or francs. References are given.

White lead, oxide of zinc, etc., No. 18171.—An American consular officer in England reports that an agent in his district desires to represent American exporters of white lead, oxide of zinc, etc. Reference is given.

Rubber, No. 18172.—A business man in Spain writes an American consular officer that he wishes to secure samples of rubber for use in the manufacture of rubber stamps. The sizes required are pieces of 2, 3, and 3½ millimeters in thickness. C. i. f. quotations are desired on a sample shipment of 10 kilos of each size. Correspondence should be in Spanish.

Hardware, crockery, notions, etc., No. 18173.—A business man in Brazil writes an American consular officer that he is having difficulty in securing hardware, crockery, notions, etc. Catalogues, price lists, and full information should be sent at once. Correspondence should be in Portuguese. References are given.

Paper, hardware, drugs, and typewriter supplies, No. 18174.—An American consular officer in Spain transmits the name and address of a business man in his district who wishes to represent American manufacturers and exporters of paper, hardware, drugs, and typewriter supplies. Correspondence should be in Spanish. References are given.

Glassware, No. 18175.—An American consular officer in France transmits the name and address of a business man in his district who desires to represent American manufacturers and exporters of glassware.

Snap fasteners, No. 18176.—A business man in Spain informs an American consular officer that he desires to communicate with American manufacturers of snap-clasp fasteners for women's dresses. Samples of the fasteners may be examined at the bureau or its branch offices. (Refer to File No. 64822.) The man states that he can use about 200,000 gross of these fasteners. References are given.

Filter pads, No. 18177.—A brewing firm in Greece has informed an American consular officer that it desires to get into touch with American exporters of fiber filter pads for beer filters, as per sample, which may be examined at the bureau or its branch offices. (Refer to File No. 64699.) Correspondence should be in the German language. The firm desires to purchase about 600 pounds of this material. Quotations should be made c. i. f. destination or f. o. b. New York, preferably the former.

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No. 205 Washington, D. C., Wednesday, September 1 1915

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CHINA EXPECTS RENEWED FOREIGN TRADE.

[American Commercial Attaché Julean H. Arnold, Shanghai, July 20.]

The disastrous fall in silver exchange has militated severely against the import trade of China, and the increased freight rates and scarcity of tonnage have made impossible the export trade in the bulky products. The trans-Pacific freight rate on bran prior to the war was on a weight basis of \$6 gold a ton, whereas at present the rate is on measurement and amounts to \$25 a ton, thus prohibiting trade in products of this sort entirely.

Prior to the outbreak of the war the Chinese importers had stocked heavily on most foreign imports, piece goods especially, and they have not found it necessary to buy a great deal since. However, stocks are now reported as being pretty well cleaned up, and new trade is now looked for in a substantial way. Freight rates for goods from America seem to be easing up a bit, lending promise to trade. The reports of the withdrawal of the Pacific Mail steamers and the sale of two of the Robert Dollar Pacific steamers have had a very depressing effect on trade with the United States.

BETTER SAN FRANCISCO-SYDNEY MAIL SERVICE.

An additional 16-knot American steamer will be put on the route of the Oceanic Steamship Co. between San Francisco and Sydney, and regular and expeditious service to the United States from Samoa is contemplated through arrangements that have been concluded between that company and Postmaster General Burleson for the Oceanic Co.'s steamers to sail from San Francisco and Sydney every three weeks instead of once in four weeks, as has been the custom in the past. The ships are to call, on the outward and homeward trips, at both Pago Pago, Samoa, and Honolulu. The service from the United States naval station at Samoa has been via Sydney and thence to San Francisco, as the steamers did not call at Pago Pago on the homeward trips.

MANUFACTURE OF WOOD PULP AND PAPER IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 20.]

New regulations relating to the leasing of Government land for the manufacture of wood pulp in New Zealand have been issued. There seems to be a fair outlook for the production of wood pulp and the manufacture of paper in New Zealand if sufficient capital can be interested to install a plant. The timber has been thoroughly tested, according to reliable information, and is said to be of a high grade. A syndicate has a concession covering 30,000 acres of wood-pulp timber lands, with more available. In connection with the timber concession, they have a water-power site capable of generating about 4,000 horsepower to operate the plant.

Government Aid—Manufacture and Imports.

The New Zealand Government is interested in the development of this industry and has offered to remit all rents and royalties on the first 500 tons of pulp, and even to go further if it seemed advisable.

A limited amount of paper has been manufactured in this country from imported wood pulp, mostly from Canada and Scandinavia, but freight rates are now high and the supply restricted almost entirely from Canada, hence this seems an opportune time to develop the industry. During 1913 the imports of print paper amounted to 14,512 tons and wrapping paper to 996 tons. Print paper from United Kingdom and possessions is admitted free and is subject to a duty of 20 per cent ad valorem when imported from other countries, and on wrapping paper the duty is \$1.21 per hundredweight from United Kingdom and possessions and \$1.82 per hundredweight from all other countries.

[The consul general sent a copy of the official publication containing the regulations for leasing land for manufacturing wood pulp, also the address of the parties interested in this industry in New Zealand. These are available on application to the Bureau of Foreign and Domestic Commerce or its district branches. Refer to file No. 65121.]

MARKET FOR A SHOE-WHITENING PREPARATION.

[Special Agent Garrard Harris.]

There is a good opportunity in Central America for the sale of a preparation for whitening shoes. At present there is considerable difficulty in getting this sort of work satisfactorily done, and the local compositions of whiting, chalk, zinc, etc., which are being widely used, do not give good results. To meet the requirements of the situation a preparation should not be in liquid form, as the cost of bottles and breakage would make it too expensive. It should preferably be put up in tin boxes, like ordinary shoe polishes, and be of such a consistency that a few drops of water would make it ready for use. It should dry without powdering or rubbing off easily, and the cost should not exceed that of other similar preparations put up in a like manner. The labels should be in Spanish. A readily available supply of a preparation meeting these conditions would probably do much to popularize the use of white canvas shoes.

NEW GOVERNMENT PUBLICATIONS.

The Superintendent of Documents, Washington, D. C., announces that he received in stock during the week ended August 28 the following new United States Government publications of a business character, which he will sell at the nominal prices affixed:

United States Military Telegraph Lines.—Regulations for Alaskan cables and wireless telegraph stations, 1911, Signal Corps Manual No. 2. General information and regulations relative to operating, etc., the United States military telegraph lines, cables, and wireless. Price, cloth, 65c.

Teaching Modern Languages in United States.—Education Bureau Bulletin No. 3, 1913, reprint. Historical account of the teaching of modern languages, German, French, Spanish, and Italian, in the United States, including story of development. Price, 15c.

Secondary Schools in Central America, South America, and West Indies.—Scholastic scope and standards, Educational Bureau Bulletin 26, 1915. General study of educational institutions in Latin America. Price, 10c.

Inflammability of Mixtures of Gasoline Vapor and Air.—Mines Technical Paper 15. Important publication concerning the risks involved in storage and use of gasoline. Price, 5c.

Natural Gas and Illuminating Gas.—Analysis of, by fractional distillation at low temperatures and pressures; Mines Bureau Technical Paper 104. A technical work on the preparation of pure gases and analyses of natural and illuminating gas. Price, 5c.

Value of High-Pressure Steam Test of Portland Cements.—Standards Bureau Technologic Paper 47. Covering scope of investigation, materials used, description of tests, with conclusion. Price, 15c.

Dyestuffs for American Textile and Other Industries.—Special Agents' Series 96, reprint. Covering the dyestuff situation in the United States, including processes of manufacture, German coal-tar industry, etc. Price, 10c.

Cypress and Juniper Trees of the Rocky Mountain Region.—Agricultural Department Bulletin 207. Voluminous characteristics, etc., with key to species, profusely illustrated. Price, 25c.

Portland Cement Concrete Pavements for Country Roads.—Agriculture Department Bulletin 249. Embracing materials, construction, methods, organization, equipment, costs, maintenance, etc. Price, 15c.

Methods of Wholesale Distribution of Fruits and Vegetables on Large Markets.—Agriculture Department Bulletin 267. Covering distributing agencies, methods, terminal distribution, etc. Price, 5c.

Canned Fruits, Preserves, and Jellies; Household Methods of Preparation.—Farmers' Bulletin 203. Direction for preserving fruits and jellies, with many recipes. Price, 5c.

Use of Concrete on the Farm.—Farmers' Bulletin 461. Selection of materials, proportions, mixing, tools required, etc. Price, 5c.

RUSSIAN SUGAR FIRMS.

[Consul General John H. Snodgrass, Moscow, July 23.]

The number of sugar-producing firms in the Russian Empire in operation during 1914-15 was 273, compared with 292 during the period 1913-14. They were located as follows: Southwestern district, 152 in 1913-14 and 153 in 1914-15; central ("black earth") district, 76 in 1913-14 and 79 in 1914-15; eastern district, 17 in 1913-14 and 17 in 1914-15; Polish Provinces, 47 in 1913-14 and 24 in 1914-15.

It is expected that the section of the Pan American Railway connecting the Uruguayan cities of Durazno and Trinidad will be completed in October next.

A STUDY OF THE QUALITY OF PLATINUM WARE.

At the suggestion of a committee of the American Chemical Society, the Bureau of Standards of the Department of Commerce has made an experimental study of the quality and purity of platinum utensils, such as crucibles, wire gauze, dishes, etc., and has developed a delicate thermoelectric test for platinum purity which permits a rapid estimate to be made of the amount of included foreign matter, such as iridium or iron, without injuring the article tested. This thermoelectric test is being generally adopted by large purchasers of platinum ware.

The losses in weight on heating and after acid washing have been determined for several grades of platinum crucible, including pure platinum, and ware containing iridium or rhodium, and also iron. From the results of this investigation it is now possible to predict very closely what will be the loss in weight of a "platinum" crucible when heated, thus eliminating a serious source of uncertainty in exact analytical chemistry. Ordinary grades of platinum are found to lose from 0.7 to 2.7 milligrams per hour per 100 square centimeters of surface at 1,200° C. Curiously enough the small amounts of iron always present in platinum are found to bear no simple relation to the magnetic properties.

Suggestions are also given concerning specifications for the purchase of platinum crucibles.

Copies of Scientific Paper No. 254, the publication upon this subject, may be obtained without charge on request to the Bureau of Standards, Washington, D. C.

CHILE MAY FIND FRUIT MARKET IN GREAT BRITAIN.

[American Commercial Attaché V. L. Havens, Santiago, July 19.]

A letter has been published here from the Chilean minister to England to a fruit grower in Chile, stating that it would seem that the sale of Chilean fruit in that country is quite possible. The minister reports that fruit samples that had been shipped arrived, apparently after a trip of five weeks, and says of their condition: "The grapes arrived in perfect condition, but the peaches were spoiled. One of the melons was spoiled, but the other, though bruised, could be eaten, and was in excellent condition. It is quite possible that the time of delivery can be cut down at least a week. The fruit must be first class, as London receives the best the world produces. The prices paid are very high, which will compensate for any reasonable loss in good fruit."

A Santiago newspaper, in commenting on this letter, says:

Fresh fruit, careful packing, and the establishment of ice boxes on the ships, which do not exist to-day, is what is required. If we had a national merchant marine we could demand the iced compartments. The same firm sent an employee to Brazil with numerous samples of Chilean wine and found that a good business could be established if there was only means of securing transportation service. It is doubtful if the proper transportation facilities will ever be had until Chile has a national merchant marine. In this connection it should not be overlooked that the English line of steamers (Pacific Steam Navigation Co.) carried the fruit samples free of charge.

RUSSIAN MARKET FOR FERTILIZERS AND SPREADERS.

[Commercial Attaché Henry D. Baker, Petrograd, Aug. 2.]

There has been much discussion of late in Russia concerning the desirability of developing the production and sale of artificial manure, especially superphosphates. The use of artificial manure in connection with a tendency toward intensive agriculture is constantly increasing, and there is now a great scarcity of such fertilizers.

There are in various parts of Russia plentiful deposits of raw superphosphates, but until factories can be started near such deposits for making chemical fertilizers high prices for such fertilizers will probably prevail, owing to the heavy cost of freight and other charges incident to their importation from other countries. At present there are practically no factories in Russia for making artificial manures. [See reports on superphosphates in Russia in **COMMERCE REPORTS** for Apr. 29 and July 22, 1915.]

Developing Fertilizer Manufacture—Market for Manure Spreaders.

At a recent meeting in Petrograd of representatives of the Russian Department of Agriculture with representatives from zemstvos (provincial councils) and agricultural implement manufacturers it was agreed that arrangements should be made by zemstvos and other similar bodies for a combined purchase of artificial manure and for the granting of favorable credit, so as to keep out syndicates and other intermediaries between the manufacturers and the consumers.

It was further considered desirable for developing the artificial fertilizer industry that the following program should be recommended to the Government:

- (1) Continuing geological and technical investigations in Russia in connection with deposits of phosphate, salt of potassium, pyrites, and other articles suitable for making artificial manure.

- (2) Granting money prizes for the invention of new methods of preparing artificial manures.

- (3) Granting credit by zemstvos and other similar bodies on favorable conditions for starting factories and operating deposits of phosphates and other minerals used in the manufacture of artificial manure.

- (4) Subsidizing gas, coke, metal, and other factories whose by-products could be utilized in making artificial manure.

- (5) Removing the duty on materials to be used for erecting and fitting up factories for manufacturing artificial manure, and also on bags used exclusively for packing superphosphates.

In connection with the increasing use of artificial manure in Russia, it should be of interest to American manufacturers of manure spreaders to give greater attention to the Russian market. A few American spreaders are used in Russia, but they have the reputation of being somewhat complicated and troublesome to keep in working condition.

A Missouri manufacturer of adding machines writes that through information supplied by the St. Louis branch of the Bureau of Foreign and Domestic Commerce he has made good connections in Stockholm, Sweden.

GENERAL TRADE CONDITIONS IN AMSTERDAM DISTRICT.

[Consul Frank W. Mahin, Amsterdam, Netherlands, Aug. 13.]

Reports appearing in American newspapers coming to this consulate are to the general effect that business conditions in the Netherlands are very bad and that trade in various lines is practically at a standstill on account of the war. Details are given in some instances, and they are substantially correct, so far as I can learn.

But in order to make these accounts an accurate description of the business situation as a whole in the Netherlands it is necessary to supplement them with the statement that some branches of trade are prospering enormously on account of the war. It is common report in this city, which nobody denies, that large fortunes have already been made and are now being made in articles and in branches of commerce which the war has placed in great demand.

The statements and opinions which follow are not all based on my own personal knowledge, but are obtained mainly from well-informed persons engaged in different pursuits, and apply to this consular district.

Greater Prosperity in Colonial Products.

Traffic in Dutch colonial products has always been one of the most important and most lucrative industries of this locality. The war has given it even more prosperity. Coffee, copra (coconut meat), cocoa products, and sundry other important articles are in great demand at prices satisfactory to the sellers. One informant says, to illustrate the situation, that sellers are asking any price they choose for coffee, and are getting it, from other countries.

Enhanced Banking Advantages—Securities Firm.

Amsterdam is a great banking and financial center. Much of the exchange formerly transacted in countries now at war has been transferred to the banks of this city. At the Stock Exchange there is special activity in "gilt edge" State and industrial securities. Shipping and industrial securities have advanced, on the whole, about 25 per cent since the war began. The recent issue of 5 per cent Netherlands Government bonds, which started at 97, is now quoted at 102. Certain Dutch 4½ per cent securities have advanced from 85 to 95. American securities, especially industrials, are firm at this writing.

Prosperity in Metal Trades, Shipping, and Agriculture.

Large dealers in metals and, generally speaking, in metal manufactures, have thriven since the war began.

All shipping is flourishing. The cost of a ship can be recouped in two voyages, since freight charges have increased from 100 up to as high as 500 per cent in some cases. Naturally steamship shares have risen.

Farmers are prosperous, not merely because crops are good but because everything producible on their land is in active demand at high prices.

Recovery of Diamond Business.

The outbreak of the war fairly prostrated the diamond industry, but it has been steadily recovering during the past several months.

The exports of diamonds from Amsterdam to the United States, the principal market, have been greater since the 1st of July this year than during the corresponding period of 1914 and 1913.

Conditions Changed.

The evident fact is that this country is not suffering a general trade paralysis and is not threatened with bankruptcy, but that conditions have changed. This change has reduced profits in some lines and has made operations in some other lines unprofitable. The bulb trade lacks its usual prosperity. The demand for Dutch gin and liqueurs is reduced. Textile mills suffer from lack of raw materials, and some other manufacturing lines from other causes. Retail trade is not brisk, on the whole. Artists suffer from a restricted market. People working for fixed salaries feel keenly the increased cost of living, due to the war, amounting probably to 15 per cent on the whole. And so on.

It is possible that among people earning small wages, and also among skilled workmen, more loss than gain by the changed conditions; but happily the local benevolent institutions are so numerous, active, and well endowed that positive need would be relieved while labor adjusted itself to the altered situation.

As one evidence of prosperity, it is remarked that there has never been so visible a disposition to buy automobiles in this district as now.

Men whose affairs have gone wrong because of the war naturally take a gloomy view of the present trade situation. But men in the midst of and familiar with large affairs in Amsterdam characterize it as merely a change, without appreciable loss in total earnings and profits. Others of this class even go so far as to express the belief that this country is at present more prosperous, on the whole, than it was when the war began, and that some of the factors in this added prosperity will be retained permanently.

RICE CULTURE IN GREEK MACEDONIA.

[Vice Consul Alfred R. Thomson, Saloniki, Greece, July 30.]

Rice culture has not made great advance in Greek Macedonia. Domestic production is not equal to the demand, although the possibilities for the development of the local industry are considerable, because of the abundance of marshy land in certain parts of this district. During 1914, 5,408 long tons of rice were imported through the port of Saloniki, while 1,125 tons were exported. The lack of development of the industry and the present large importation of rice is due to the shortage of agricultural labor in this district.

Vodena, near Saloniki, is the chief center of rice production in Greek Macedonia, the annual production in this region being estimated at from 30 to 40 long tons. Water runs continually through the soil in this region. The sowing season is in April and the crop is reaped in October. The yield per dounoum (1 dounoum=856.48 square yards) in these regions is from 300 to 800 okes (846.50 to 2,257.50 pounds) of unshelled rice. One hundred okes (282.19 pounds) of unshelled rice will supply about 50 okes (141.09 pounds) of shelled rice. About 10 okes (28.20 pounds) of seed are required for sowing a dounoum.

AUSTRALIAN GOVERNMENT CONTROL OF SUGAR.

[Consul General J. I. Brittain, Sydney, July 8.]

The question of sugar supply to the people of Australia has become serious in consequence of the extremely dry weather, which reduced the production of cane sugar in Queensland last year.

In order that the people may be supplied at reasonable prices, and to prevent private concerns from advancing the price, the Commonwealth government has made arrangements with the Queensland government by which the latter has acquired the whole of the sugar crop for 1915 upon terms which will average £18 (\$87.60) per ton for raw sugar.

Arrangements have been made with the Governments of New South Wales and Victoria, and the other States are expected to co-operate, through which sugar will be retailed throughout Australia at a price not to exceed 6 cents per pound.

The Government has taken over, upon satisfactory terms, shipments of sugar coming from Java purchased by private firms. The price paid for this sugar is satisfactory to the Government and will not entail any loss upon the private firms which had purchased the sugar in Java.

It is understood that the Government will put the sugar on the market from July 19.

I understand that the Government has entered into an agreement with the growers of raw sugar and the millers, which is satisfactory to both parties, and that arrangements will be made with the Colonial Sugar Refining Co. to refine the raw sugar for the Government.

PROFITS OF BRITISH OIL-MILLING COMPANY.

[Consul Charles M. Hathaway, Jr., Hull, England, Aug. 13.]

The interim report issued July 28, 1915, by the British Oil & Cake Mills (Ltd.), the largest oil-milling concern in England, contains the following significant statement, showing that war conditions have actually benefited the company's operations in the materials they were dealing with at the outbreak of the war, besides opening out entirely new lines in the treating of palm kernels, peanuts, and copra, from which the profits to be realized are as yet mostly prospective:

The profits for the six months have been exceptionally good, due to better margins consequent on a liberal supply of raw material and to the fact that the company bought largely at the end of last year and the beginning of this year when prices of oil seeds, more particularly cotton seed, were at very low levels. The chairman, in addressing the shareholders at the last ordinary general meeting, stated that the measures taken after the outbreak of war had enabled the company to take advantage of the trend of markets, and that the prospects for the first half of the year were distinctly good.

In view of present conditions and the uncertainties of the future, the directors have deemed it inadvisable to issue an interim abstract of account as hitherto, but they have reason to expect that the profits for the current year will prove to be greatly in excess of those realized in former years. The board desires, however, to remind the shareholders that the funds to pay for the new mill and machinery for treating palm kernels, groundnuts, etc., will have to be provided out of profits, as the issue of further capital to meet this expenditure is practically impossible.

INCREASE IN PUBLIC DEBT OF URUGUAY.

[American Minister R. E. Jeffery, Montevideo, July 2.]

The amount of the public debt of Uruguay on December 31, 1914, was \$141,144,139, compared with \$136,298,858 on December 31, 1913. The increase is \$4,845,281, compared with an increase of \$3,003,713 in the preceding year. During 1914 the increase in loans included the treasury bills debt of \$2,460,200, to liquidate arrears in payments and for other objects, and the 1915 5 per cent loan (foreign) to consolidate and cancel the floating debt, \$5,040,092. The latter was originally planned for double the amount, but the issue of the second half was prevented by the war.

Some small amounts of previously existing loans were also issued, making the total new issue during the year \$7,685,133, against which is balanced the amount redeemed during the year, \$2,839,852, making the net increase in the total debt \$4,845,281. The totals of the debt on December 31 of successive years were:

Years.	Total amounts.	Years.	Total amounts.	Years.	Total amounts.
1902	\$123,174,889	1907	\$128,138,917	1912	\$133,295,145
1903	123,754,455	1908	130,157,089	1913	136,298,858
1904	122,726,297	1909	135,805,784	1914	141,144,139
1905	121,435,747	1910	134,228,879		
1906	127,275,933	1911	131,857,540		

The growth of the public debt since 1860, when it stood at \$2,726,880, has been, by five-year periods: In 1865, increased to \$11,096,440; 1870, \$17,421,019; 1875, \$45,198,189; 1880, \$48,505,068; 1885, \$60,174,294; 1890, \$88,848,850; 1895, \$104,977,415; 1900, \$125,506,953.

AMERICAN DAIRY BOTTLES IN CHINA.

, [Consul General George E. Anderson, Hongkong, July 16.]

A short time ago an American concern in Hongkong secured an order from a large dairy interest, the largest dairy in the Far East (The Hongkong Dairy Farm, Ltd.), for several thousand crates of milk bottles. The Hongkong concern several years ago had taken a trial order of American bottles, but had not been satisfied with the shipment received. Practically all such supplies have been secured in recent years from Europe. The recent order for American bottles, however, was given not only because it is difficult to get supplies from belligerent countries, but the price and quality as shown by sample was favorable. The goods ordered have arrived and the company has declared that the bottles are superior in quality and finish and are lower in price than those they have been receiving from Europe for years.

Egypt's purchases of indigo dwindled to 1,373 pounds in the four months ended with April, 1915, as contrasted with imports of 80,843 pounds and 104,390 pounds in the corresponding periods of 1914 and 1913, respectively.

RUSSIAN COTTON SITUATION.

[Cablegram from Commercial Attaché Henry D. Baker, Petrograd.]

Out of 9,000,000 spinning spindles ordinarily operating in Russia (excluding Finland), there are 7,500,000 outside the zone of military operations. These are all working full speed on two 9-hour shifts, giving an average of about 3 poods (108 pounds) per spindle per year, as against 2 poods (72 pounds) before the war, or a total of 22,500,000 poods (1,625,000 bales of 500 pounds). The Russian crop from Turkestan and Transcaucasia is understood to be 15,000,000 to 17,500,000 poods (1,083,000 to 1,264,000 bales), and about 2,000,000 poods (144,000 bales) may be obtained from Persia, though little is known about the Persian crop. Ordinarily 1,500,000 poods (108,000 bales) would be expected from Egypt, but now the difficulty in getting cotton from Egypt is greater even than in getting it from the United States. No reliable estimate is obtainable of stocks on hand, but they are supposed to be small.

It is anticipated in Moscow that, about January, Russia will import from the United States a fair amount of cotton to arrive during the spring. Since Russian orders for American cotton in competition with the Asiatic and Egyptian supply will depend largely on getting cotton via Archangel or Vladivostok without great delays, I would suggest some cooperative arrangement between American exporters and Russian importers for special forwarding facilities at Archangel by river and canal service next spring. Encouragement has been given to the Archangel route by the permission just given by the Russian Government to reload cotton at Archangel direct from ocean steamers to river boats, according to the bill of lading, weights partially checked, instead of having the bales unloaded and weighed at the customhouse and then reloaded on the boats, which has hitherto caused great delay and expense.

AMERICAN FLOUR IN CHILE.

Commercial Attaché Verne L. Havens reports from Santiago that the high prices of wheat in Chile have made it necessary for certain millers and wholesalers to import more flour from the United States. In normal times Chile imports very little flour. Shipments thither of American flour during the last six fiscal years ended June 30 have been as follows:

Total shipments by years ended June 30.

	1910	1911	1912	1913	1914	1915
Barrels.....	4,271	18,034	35,357	28,781	152,324	254,953
Value.....	\$20,068	\$67,172	\$133,265	\$114,414	\$574,456	\$1,330,875

Exports by month during year ended June 30, 1915.

	Barrels.	Value.
Six months, July-December, 1914.....	55,712	\$211,216
January, 1915.....	15,290	64,515
February, 1915.....	11,025	46,380
March, 1915.....	15,495	94,142
April 1915.....	111,990	654,030
May, 1915.....	19,730	117,343
June, 1915.....	28,741	143,260
Total, 12 months.....	254,953	1,330,875

MORE ELECTRIC POWER FROM NIAGARA FALLS.

[Consul Julius D. Dreher, Toronto, Canada, Aug. 16.]

A commission representing the State of New York has just had a conference in Toronto with Sir Adam Beck, chairman of the Hydro-Electric Power Commission of Ontario, with regard to getting more power from Niagara Falls for the people of New York.

Under the terms of the Waterways Treaty Canada was allotted 36,000 and the United States 20,000 cubic feet of water per second; and it was agreed that 50 per cent of the power developed on the Canadian side might be leased to companies in the United States for use there so long as it was not needed in Ontario. There is an unallotted power 6,600 second-feet remaining in the hands of the provincial authorities of Ontario. The Hydro-Electric Commission of Ontario was able to contract with the Ontario Power Co. at Niagara Falls for 100,000 horsepower at \$9 a horsepower; but as it has now nearly exhausted that amount it may have to contract for more power or generate power for its own use in supplying the municipalities of the Province. In these circumstances Sir Adam Beck could not encourage the New York commissioners to expect any more power than the State is now receiving, that is, about 50 per cent of all the power generated on the Canadian side of the river.

The success of the work of supplying Ontario municipalities with electric power was fully explained, and it was stated that Canada would hardly be willing to modify or abrogate the treaty in order that more power might be available for use in the State of New York. Asked for his own opinion with regard to the question of obtaining more power, Sir Adam Beck declared that this end could be attained by spreading the water more evenly over the whole area of the Falls, instead of allowing it to concentrate in the middle of the river, as at present. The question of cooperation in the development of power from the St. Lawrence River having been raised, Sir Adam Beck expressed the opinion that Canada would be ready at any time to cooperate with the State of New York in such development, since the plan was to make a deep waterway there and use up all the power for the benefit of the people.

The extent of the work accomplished by the Hydro Electric Power Commission was set forth in the provincial report from this office, published as a supplement to COMMERCE REPORTS for May 12, 1915.

FOREIGN VESSELS ADMITTED TO AMERICAN REGISTRY.

During the week ended August 28, 1915, there were admitted to American registry under the act of August 18, 1914, two freight vessels of a total tonnage of 4,515 gross, as follows:

	Gross tons.
Steam screw <i>Laura</i> (formerly Dutch <i>Laura</i>).....	3, 154
Schooner-barge <i>Prins Valdemar</i> (formerly Mexican <i>Prins Valdemar</i>)....	1, 361

The *Laura* is now owned by the American Transatlantic Co. (Inc.), New York, N. Y., and the *Prins Valdemar* by G. W. McNear (Inc.), San Francisco, Cal.

	Vessels.	Gross.
Total, July 1, 1915, to Aug. 28, 1915.....	13	40, 917
Total, fiscal year ended June 30, 1915.....	148	523, 361
Grand total.....	161	564, 278

STEAM THRASHING MACHINES IN RUSSIA.

[Commercial Attaché Henry D. Baker, Petrograd, July 27.]

It is understood that about 4,000 steam thrashing outfits are sold in the Russian Empire every year, being mostly imported from England, Germany, and Austria-Hungary, although a few come from the United States. There are only two American concerns known to be doing business in Russia in this line. [The names of these concerns may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices.]

The English thrashing machines seem to be specially popular in this country. They are well finished and make a good impression on buyers, who are already familiar with their good reputation for quality. An important feature of these thrashers is that they have special cleaners for the grain. These English thrashers are made so that the straw from the thrashing can be used as fuel for the engine, and are therefore specially favored in districts where other kinds of fuel are difficult to obtain. The prices of American steam thrashers are usually about 25 per cent higher than other thrashers, which may be accounted for largely by the higher freight.

Steam thrashers are used chiefly on large estates in Russia and by middle-class farmers. As a rule the former use thrashers with engines of about 12 horsepower, which thrash 15 to 25 tons per day, while middle-class farmers use those with engines of 6 to 8 horsepower, capable of thrashing 10 to 12 tons per day.

The Russian peasantry do their thrashing with small machines worked by horses or by primitive methods. The thrashers worked by horses are all made in Russia. In almost every village in Russia there is at least one peasant owning a thrasher of Russian type who allows his machine to go from one holding to another, his profits being a percentage of the grain thrashed.

Terms of Sale—Recommendations to American Manufacturers.

In selling a thrasher direct to landowners it is customary to give credit over a period covering the harvesting of three crops, with an advance of 25 to 30 per cent cash when the machine is delivered. Naturally a foreign manufacturer that has a branch office in Russia is in a position to select and discriminate amongst customers and can give credits that would be impossible for a firm not in such intimate contact with the country. When foreign manufacturers have no branch house in this country it is necessary for them to sell to dealers or sometimes through dealers. As these dealers have to give liberal credit, they likewise must receive liberal credit from the manufacturers. The large dealers have their headquarters chiefly in Moscow, Odessa, and Kief, with subagencies in the various agricultural centers of Russia and Siberia. Steam thrashers are specially used in the black-earth country of southern and central Russia and in the Volga River districts.

For American manufacturers to do a successful business in Russia with steam thrashers all possible economy in shipping must be practiced, so that prices may compete with those of European thrashers. Thrashers should be made especially strong for Russian conditions, so that repairs can be reduced to a minimum. It is also advisable to pay considerable attention to finish and to useful attachments.

Moreover, big stocks of spare parts must be kept in Russia, and it is desirable to arrange for demonstrations at agricultural exhibitions, fairs, etc. Practically all the thrashers in use are of the portable type.

RECENT TRADE STATISTICS.

The value of the imports, duties collected, and exports for the week ending August 28, 1915, at 13 principal customs districts of the United States follows:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$131,382	\$57	\$245,749
Massachusetts (Boston).....	3,112,989	216,013	1,105,860
New York.....	14,290,293	2,322,944	37,723,623
Philadelphia.....	627,813	190,159	2,583,895
Maryland (Baltimore).....	418,162	20,069	2,361,658
Virginia (Norfolk).....	305,804	28,734	2,403,369
New Orleans.....	1,471,786	142,531	4,100,871
Galveston.....	59,334	3,412	800,699
San Francisco.....	1,785,860	53,737	1,229,223
Washington (Seattle).....	3,226,283	32,702	1,087,003
Buffalo.....	546,495	37,613	1,716,564
Chicago.....	544,082	117,026	1,955,618
Michigan (Detroit).....	522,462	23,251	2,997,632
Total.....	27,042,725	3,188,248	60,311,764

The above figures show a favorable balance on merchandise transactions for the week ending August 28 in the 13 customs districts of \$33,269,039. The 13 districts cited handled about 92 per cent of the import and export business of the country, based on the transactions in June, 1915.

Cotton exported during the week ending August 28 amounted to 32,049 bales, making the total since August 1, 1915, approximately 141,012 bales.

The value of the imports, duties collected, and exports at the 13 principal customs districts for the nine weeks ended August 28 follows:

Week ending—	Imports.	Duties collected.	Exports.	Excess of exports.
July 3.....	\$28,896,465	\$3,169,059	\$50,442,243	\$20,545,778
July 10.....	23,120,932	2,734,116	40,801,146	17,674,214
July 17.....	32,908,191	3,778,167	40,270,553	7,362,362
July 24.....	31,213,917	3,762,327	54,122,860	22,908,443
July 31.....	30,258,608	3,694,760	54,224,569	22,975,671
Aug. 7.....	34,294,282	3,437,077	49,236,737	13,945,455
Aug. 14.....	22,436,978	3,364,946	51,266,373	28,829,397
Aug. 21.....	32,198,560	3,401,934	50,823,835	18,625,275
Aug. 28.....	27,042,725	3,188,248	60,311,764	33,269,039

NEW TYPES OF FREIGHT CARS IN SOUTH AFRICA.

Vice Consul John W. Dye reports from Cape Town, South Africa, that two unusual types of cars are being built by an English concern for the South African Railways. One is a "whale car" designed to transport a whole whale just as it is caught, and the other is a steel 100,000-pound box car of unusual capacity for a line of 3 feet 6 inches gauge. When the order is completed there will be 500 of these latter cars in service.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

Buttons, bottles, etc., No. 18178.—An American consular officer in England reports that a company in his district desires to form commercial relations with American manufacturers and exporters of metal press buttons with celluloid tops; glass scent bottles, with glass stoppers and rod for concentrating purposes; and nickel-plated screw-cap cases to contain the glass bottle and plain nickel caps to slip over the stopper. The scent bottles should be 2 inches long by one-half inch in diameter, with glass stopper and glass rod attached to the stopper.

Sulphuric acid, No. 18179.—A firm in Brazil informs an American consular officer that it is experiencing difficulty in purchasing sulphuric acid to be used in the manufacture of ice. American producers of this commodity should correspond with the company in the Portuguese language, furnishing complete information as to prices, size of containers, etc. Bank reference is given.

Roller skates, No. 18180.—An American consular officer in an insular possession reports that a skating rink is being established in his district, and that if it proves successful other rinks may be opened in the near future. He believes it would pay American manufacturers of roller skates to investigate the opportunity. Correspondence may be in English.

Underwear, hosiery, and gloves, No. 18181.—A manufacturers' agent in Ireland writes an American consular officer that he desires to receive agency concessions for the sale of all kinds of underwear, hosiery, and gloves for women. He estimates his annual business to amount to about \$40,000. References are given.

Sewing machines, etc., No. 18182.—An American consular officer in France writes that a business man in his district desires to represent American manufacturers and exporters of sewing machines, etc. Correspondence should be in French.

Hosiery, No. 18183.—A business man in Austria has requested an American consular officer to supply the names and addresses of American manufacturers of cotton hosiery for women. Samples of black and tan of the cheapest quality, together with best prices, should be sent by registered mail. The man states that he can sell large quantities of cheap hosiery.

Porcelain, chinaware, crystal and glassware, No. 18184.—An American consular officer in France is informed by a manufacturer's agent that he desires to represent American manufacturers of porcelain, chinaware, crystal and glassware. He wishes to act on a commission basis. Reference is given.

Hardware, machinery, agricultural implements, and electrical goods, No. 18185.—An American consular officer in Central America reports that an American who has resided for many years in Colombia intends to establish himself as traveling representative in that country, and desires to enter into relations with American manufacturers of hardware, machinery, agricultural implements, and electrical goods. Correspondence may be in English.

Paints, varnishes, hardware, etc., No. 18186.—A representative in Argentina informs an American consular officer that he desires to represent American manufacturers and exporters of hardware, paints, varnishes, zinc in sheets, copying inks, live-stock remedies, twine for sewing bags, jute bags for grain, cotton and jute canvas, cutlery, enameled kitchen ware, and light bent-wood furniture, on a commission basis. Correspondence should be in Spanish. References are given.

Paper, No. 18187.—An American consular officer in a French port reports that an established paper agent in his district desires to represent American manufacturers of all classes of paper, principally for packing and newspaper purposes. Correspondence should be in French.

Aluminum and antimony, No. 18188.—A manufacturer of tin foil and lead capsules for wine and liqueur bottles in Switzerland has informed an American consular officer that he desires to extend his connections to American sources of supply of aluminum and antimony. Correspondence may be in English, but is preferred in German. Quotations are desired c. i. f. French ports. Reference is given.

Benzine and dyers' supplies, No. 18189.—A firm of dyers and cleaners in France informs an American consular officer that it wishes to hear from American manufacturers and exporters of benzine for cleaning purposes, and coloring materials for dyeing cotton, wool, and cotton and wool mixed cloths. Correspondence should be in French, and weights, measures, etc., should be stated in the metric system. Quotations should be made c. i. f. French ports.

Copper, No. 18190.—An agent in Switzerland informs an American consular officer that he is in the market for 100 tons of pure copper. It may be in bars or sheets, but must be 99.9 per cent pure copper. Cash will be paid in the United States against shipping documents. Correspondence may be in English.

Dry goods, etc., No. 18191.—An American consular officer in Argentina reports the name and address of a business man in his district who desires to represent, on a commission basis, American manufacturers and exporters of dry goods, knit goods, cotton, and woolen yarn, and allied lines. Correspondence may be in English. Reference is given.

Glass, chemicals, etc., No. 18192.—A business man in Chile has informed an American consular officer that he desires to represent American manufacturers and exporters of window glass, glass bottles of all kinds, articles of asbestos, all kinds of paper, gasoline, and all kinds of chemicals. He desires to be supplied with a full line of samples at the expense of the exporter. In making sales he exacts one-half cash with order and arranges to collect balance on delivery of shipping documents. References are offered. Correspondence should be in Spanish.

Material for the wool industry, No. 18193.—A merchant in Portugal informs an American consular officer that he is interested in materials for the wool industry, such as raw wool and cotton, woolen yarns, aniline dyes, machinery, and accessories for the industry. He desires to buy the raw materials on 30 days' credit, with discount, prices c. i. f. destination, and would like to secure an agency for the industrial machinery and aniline dyes. Correspondence should be in Portuguese or French. References are given.

Pianos, wax, incandescent globes, shoes, etc., No. 18194.—An American consular officer in Italy writes that a firm of agents in his district wishes to represent American manufacturers and exporters of pianos, wax for making candles, incandescent bulbs, shoes, and satinwood for the manufacture of furniture.

Medicinal barks, etc., No. 18195.—An American consular officer in Ecuador reports that a company, having for its object the exportation of cinchona, condurango, and other medicinal barks and materials, has been organized. The company is prepared to supply barks and seeds in quantities.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

CHINESE MEAT FOR THE PHILIPPINES.

[Consul General George E. Anderson, Hongkong, July 16.]

For several years past repeated efforts have been made by persons interested in the supply of meat in Manila to import fresh meat from Hongkong and South China generally. Up to 1910 large numbers of South China cattle were shipped to the Philippines, but the trade was stopped at that time as a result of the prevalence of cattle diseases in South China, which were thus being introduced into the Philippines. From time to time the high price of meats in the Philippines has forced the suppliers of such provisions to look to the China coast for additional supplies, and the matter at times has been the subject of official investigation and governmental action. Heretofore, however, the lack of cold-storage space in ships plying between Hongkong and Manila, the lack of active cooperation in Hongkong and Manila on the part of cold-storage interests, and the tendency of the Chinese to raise the price of meat animals in case a fixed demand from the Philippines was felt in local markets have prevented action.

An arrangement has now been completed, however, between the chief interest in Hongkong dealing in frozen-meat products (the Hongkong Dairy Farm, Ltd.) and the chief cold-storage interest owned by private capital in Manila (the Philippine Cold Stores, Ltd.) for the shipment from Hongkong to Manila of 500 beef carcasses per month. The meat is to be prepared and frozen here by the Hongkong company and is to be shipped to Manila by the steamers *Changsha* and *Taiyuen*, which belong to the Manila company purchasing the meats. These steamers are regularly employed in the import of meat from Australia into the Philippines, and run from Sydney to Hongkong.

The supply of meat from Australia is running low the current season as a result of the drought in that Dominion, which has made the import of meat from Hongkong possible. It has also permitted the use of these steamers especially fitted for the trade in the run from Hongkong to Manila. Trial shipments have been made recently with success, and the regular service of meat shipments to Manila has been inaugurated.

Vladivostok Seeks American Catalogues and Samples.

The Chamber of Commerce of Vladivostok, Siberia, has repeated its request for catalogues and samples from American manufacturers for display in one of its committee rooms. Consul John K. Caldwell has been informed that there was a very slight response to the previous request. The organization bureau of the Russian Union of Commerce and Industry in Moscow is interested in similar plans. The aid of American chambers of commerce is desired.

The Los Angeles Inner Harbor Fog-Signal Station has been equipped recently with a 3,800-pound bell, struck by machinery which is electrically wound. The apparatus is started and stopped by throwing a switch in a warehouse about 800 feet distant.

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SHIPPING CONDITIONS AT ADEN.

[Cablegram received from the American Consul at Aden, Arabia, dated Aug. 28.]

British India lines are giving preference to cargo for England. Rates have increased to all ports. Skins are charged 200 per cent and coffee 170 per cent, respectively, over ante bellum rates.

AUTOMOBILE-TIRE SHORTAGE IN SWEDEN.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, Aug. 2.]

The situation of the automobile traffic in Stockholm is becoming worse daily because of the inability to get tires. Now there are 25 machines out of service and next week the number will be increased.

In Stockholm there are 336 taximeters, most of which belong to persons who own only one or two automobiles. The largest company is the Taxameter Co., owning 25 automobiles. It is estimated that this company can keep its cars going until December 1. The next largest concern has eight automobiles, and it is thought that they can keep them running only a month longer. Another man having six automobiles thinks he can keep them running only another two weeks. According to an investigation just concluded, it is estimated that the traffic can be kept up two or three months longer with 150 or 160 automobiles.

One rubber company here is renting out tires by the day to automobile owners.

AMERICAN BUTTER TO CHINA VIA AUSTRALIA.

[Consul General George E. Anderson, Hongkong, July 16; supplementing dispatch in COMMERCE REPORTS for July 23.]

The large shipment of American butter from the Pacific coast to Hongkong via Australia, the roundabout route being necessary as a result of the lack of cold-storage facilities on the direct trans-Pacific run, has arrived in Hongkong in satisfactory condition, in spite of the necessary transshipment at Sydney.

TRADE-EXTENSION WORK IN WESTERN FRANCE.

[Consul Kenneth Stuart Patton, La Rochelle, Aug. 5.]

The consulate for this region during the quarter ended July 31, 1915, was at Cognac. During this period every effort was made to increase the sale of American goods in the district. As soon as a marked advance in price or a diminishing supply of any important commodity was noted a personal visit was made to the leading concerns consuming or handling such goods and the offer made to put them in touch with American exporters. This method resulted in several definite trade opportunities being reported. Unfortunately, no concrete results can be noted as yet. The dates and results of these opportunities are briefly summarized as follows:

Two steam cranes for Port of La Pallice, May 12, 1915. This was cabled through the consulate general at Paris. Several American concerns sent in bids, which were considered by the Ingénieur des Ponts et Chaussées, but an English concern was awarded the contract, as its conditions were better and an earlier delivery could be made than any of the American competitors could make.

Brandy bottles, May 18, 1915 (also cabled through the consulate general at Paris). This opportunity resulted from visits made to the various cognac firms at the time of the closing of the local bottle factory. A large order could have been placed in the United States, but unfortunately the samples of the American exporters did not in many cases conform to the specifications, and in other instances the prices were too high to admit of an order being placed in America. Should the prices of bottles continue to soar, it is possible that American concerns can find a market in cognac. A full report on the lack of bottles in the brandy trade appeared in **COMMERCE REPORTS** for June 30, 1915.

Lard, chicory, and laundry starch, May 27, 1915.—A Cognac firm well established in foreign trade desired to act as general representatives of American exporters of such products. No replies have as yet been received to this trade opportunity. If suitable conditions could be made with the firm in question there is every reason to believe a steady trade would result.

Paper, May 29, 1915.—The paper needed is a tissue paper for wrapping brandy bottles. The offers made to the Cognac firm have not resulted in anything definite as yet. The samples submitted by American concerns not being quite satisfactory and the price about the same as French concerns quote, there is no immediate reason for purchasing outside of France. However, the production of French paper mills is not sufficient to meet all the demands of the French trade and foreign orders will have to be made later.

Coal.—In addition to the foregoing definite trade opportunities several reports were made during the quarter, the most important being the Market for Coal, in **COMMERCE REPORTS** for June 24, 1915. This report called attention to the increasing coal prices and the difficulty to obtain prompt delivery in the region. American coal could find a large market here. Conditions in the coal trade have not improved since the report was made, and the market would welcome American coal.

TRADE-EXTENSION WORK IN HONDURAS.

[Consul John A. Gamon, Puerto Cortes, Aug. 14.]

Letters from leading importers in this district show some of the results obtained through the work of COMMERCE REPORTS and this consulate.

A Puerto Cortes merchant and a San Pedro merchant have recently ordered for stock at my suggestion trial shipments of an American cooking oil. Both report that it is selling well.

References to American manufacturers and exporters have been made by this consulate to importers wishing to get in touch with certain lines not handled or else formerly furnished by European countries. Some of the results obtained through reports from this office are:

Trade opportunity No. 14423 will assist in replacing cheap writing paper formerly purchased in Europe through an order placed by a San Pedro firm with a house in the United States. This firm reports that it has succeeded in establishing a quality of cheap writing paper for which there is considerable demand, and that as soon as it can dispose of its stock of similar papers bought in Europe it will buy this quality exclusively from the United States.

Trade opportunity No. 15103 has opened up the sale of made-to-order men's clothing, a San Pedro merchant writing: "I am gradually replacing European goods with those of American manufacture, and believe that eventually we will have no trouble in finding what we want in the United States."

A dispatch of February 23 on candies has led to the placing of a small trial order, and a Puerto Cortes firm writes that it has been put in touch with a number of houses in the United States supplying the trade with articles in its lines, which were formerly procured in Europe, some of which have developed into purchases. It states that it has every reason to believe that others will develop and prove to be of mutual advantage. This firm's lines include, in addition to candies, corks and chemicals, referred to in Trade Opportunity No. 16032, on which it has established trade connections in the United States.

Under date of June 15 this office transmitted samples of a sisal fiber which could be produced in Honduras in large quantities if a market could be secured. The samples were forwarded in the hope that there would be a demand for this material in the United States. I hope to have something definite to report on this matter later. Reports from four other trade opportunities are looked for within the next 60 days.

The Society for Electrical Development announces the selection of the period from November 29 to December 4, 1915, for the observance of electrical prosperity week throughout the United States. Suggestions have been sent out to manufacturers, dealers, contractors, central stations, electric vehicle associations, public schools, and women's clubs, and booklets have been prepared on "How to put on an electric parade," "How to put on a demonstration," and kindred subjects. The object is to focus public attention on the progress of electricity and its service to humanity.

RESULTS OF TRADE-EXTENSION WORK

[Consul J. S. Armstrong, Bristol, England, Aug. 6.]

This consulate has sent in 44 trade opportunities since October 1, 1914. A number of inquiries have been made concerning the results of these, and some of the replies are as follows:

A firm in this city states that it has had one delivery of sheet glass from the United States, but finds that the quality is not good enough for this market.

A picture-frame maker and glass warehouseman reports that he did not buy direct from the United States, but has bought several cases of sheet glass through another firm in Bristol. This latter firm is now purchasing large quantities from the United States.

A manufacturers' agent writes that he has heard from a mirror works in Michigan and is in communication with them, but the transaction is not yet closed.

Another manufacturers' agent says that he had a considerable number of interesting communications as a result of the Department of Commerce's inquiry, but that, because of the abnormal freights at present, no actual business has followed. He hopes, however, that when conditions permit it will be possible to make satisfactory arrangements in one or two cases.

A metal concern reports that the quotations that they received from America for semirotable pumps were all much higher than the prices at which they can buy in England, and, as these prices are about 100 per cent in advance of the figures at which they bought from the Continent before the war, it does not appear that the American manufacturers are in a position to do business satisfactorily.

A firm in this city that inquired for agencies for the sale of grain or produce received a number of replies, but these all proceeded on the assumption that the English people were buyers instead of merely agents.

An engineers' agent and merchant states that he has received several quotations in response to his inquiries concerning wire rope, but regrets that the American prices proved very much higher than the British—about three to four times as much—and there was, therefore, no chance to place orders.

With regard to trade opportunities concerning drop forgings, brass cocks, pumps, oil tins, and steel tubing, the inquirer writes that very satisfactory responses were received from American manufacturers. Some orders have been placed, and there is a probability of more.

A Bristol concern states as follows with respect to a trade opportunity concerning their desire to obtain an agency for tallows, greases, and glues: "We have received several offers from American firms handling grease, but these have been for lubricating oils and greases, quite a special trade, which we do not touch. Our inquiries were for tallow, tallow grease, and bone grease. We have had some offers of glues, but are afraid at present there is no prospect of business, as the English makers are able to do so much better just now. Our London house, however, is keeping the names before it."

A firm dealing in wire nails states that it has had some letters as a result of the inquiry sent the Department of Commerce, but unfor-

tunately no definite results have been obtained thus far. Negotiations are still going on with one or two houses.

A Bristol firm states that a large trade has been done with the United States in ribbed cotton goods as a result of Foreign Trade Opportunity No. 15,238, published in *COMMERCE REPORTS* for January 9, 1915, and that the services of the consulate and the Department of Commerce in this connection are greatly appreciated.

As a result of Foreign Trade Opportunity No. 16,756, published in *COMMERCE REPORTS* on May 11, 1915, a Belgian subject temporarily residing in Bristol informs the consulate that he has secured two agencies for Belgium, Holland, and France, for leather belting and paints, to be effective at the end of the war.

TESTING AND PROPERTIES OF TEXTILE MATERIALS.

The Bureau of Standards, Department of Commerce, has recently revised and enlarged its Circular No. 41, relating to the testing and properties of textile materials. Several changes in wording have been made to eliminate misunderstandings that have occasionally occurred. Other changes have been necessitated by the adoption of new and improved methods of testing, all of which are explained in some detail. Several photographs and diagrams have been added to assist in describing some of the apparatus used.

The new circular contains a general consideration of the procedure used in testing textile samples submitted in connection with purchases by the various departments of the Government. These samples include raw fibers, rope, twine, thread, yarn, and all forms and kinds of fabric. A very large amount of such materials is purchased annually by the Government, and it is therefore necessary to use great care that the proper value is obtained.

Besides the work done for the Government, the Bureau of Standards also does testing for private persons in cases of dispute or when proper facilities are not available elsewhere. For the information of those interested a schedule of fees has been appended, thus enabling those who will need to have tests made by the bureau to estimate the probable cost. Very often work is done free of charge when the bureau considers it to be of such a nature that it will give information valuable to the bureau in solving some of its many scientific and practical problems.

Copies of the pamphlet may be obtained without charge upon application to the Bureau of Standards, Washington, D. C.

JITNEY SERVICE IN NIAGARA FALLS, ONTARIO.

[Consul James H. Goodler, Niagara Falls, Canada, Aug. 20.]

A jitney bus service inaugurated in this city the first of this week is well patronized. Passengers are carried across the city for 5 cents, or to other points of the usual route, within the city limits, 10 cents. As the jitney route parallels the local street car line, the railway company has protested to the municipal authorities against allowing a continuance of this jitney service. The company says that it pays large taxes on its property and franchise, while the promoters of the jitney service are only required to take out the usual licenses at small expense. The matter will be considered by the city council shortly.

OREGON PINE FOR JAPANESE SHIPBUILDING.

Owing to the increase in Japanese shipping resulting from the opening of the Panama Canal and the withdrawal of many European vessels from active service, there has been an enormous increase in the building of Japanese ships for commercial purposes. A very considerable amount of this work is being done in Nagasaki, which is becoming an important shipbuilding center. Recent contracts have been made with the Mitsubishi shipyard here for vessels aggregating 47,500 tons, which exceeds the total output of the Japanese ship yards on vessels of 1,000 tons or more for any year prior to 1914.

Although Oregon pine costs 70 or 75 per cent more than the native pine, it is preferred for shipbuilding purposes. It is seldom used, however, for other construction. It is chiefly employed where long, straight poles are needed, and is the only kind used for tall masts. It is said to be about equal in hardness to the native wood, but many of the shipbuilders complain that it cracks more easily. If this is true it might pay American dealers to investigate with a view to treating the wood in such a way as to overcome this disadvantage.

As Oregon pine has fewer knots than the native wood and has a more regular grain, it is much easier to work with and requires less labor. This is an important factor in Japan, where the cost of labor is very high, compared with other places in the Far East. A ship's carpenter here receives the equivalent of 30 cents to \$2 per day, according to his degree of skill, while in certain parts of China an expert carpenter receives less than 10 cents United States currency.

The largest single shipment of Oregon pine to Nagasaki is now on its way. It consists of 2,000 tons of Oregon pine, which will be used by the largest shipbuilding yard in Nagasaki.

The Mitsubishi shipyard is the largest single user of Oregon pine, while the Mitsui Bussan Kaisha imports and distributes to the smaller consumers. Letters and samples, therefore, may be sent directly to them, and the English language may be employed.

PORT LIMON IMPORTS SHOES FROM UNITED STATES.

[Consul C. Donaldson, Port Limon, Costa Rica, Aug. 5.]

The value of the annual importation of shoes at this port is from \$15,000 to \$20,000, 75 per cent of which comes from the United States, and with the present disturbed conditions in Europe practically all this trade will go to the United States, but owing to the very high rate of duty only the well-to-do class can afford to buy imported shoes, thus restricting the trade. After paying the duty and freight, together with other taxes and the profits of the local dealer, a \$2.50 or \$3 shoe will cost the purchaser at Port Limon from \$6 to \$8.

The duty on fine shoes (made of calf or kid) with soles sewed or pegged is \$1.11 per pound, including box and packing. There is, in addition, a surtax of 5 per cent of the duty on imports for consumption in the Province of Limon.

CANADIAN MARKET FOR PALM BEACH CLOTHING.

[Consul O. Gaylord Marsh, detailed as vice consul at Ottawa, dated Aug. 23.]

Since coming to Ottawa in April of this year I have observed with some interest the trend of trade in the American light-weight summer fabrics of the Palm Beach class which have found such popularity in the United States.

Inquiry early in the season showed garments of this class in stock and they were later displayed and offered for sale along with other seasonable goods. As the warm season has progressed observations have been made on the streets, at the resorts, and at show windows and counters. An effort has also been made to discover the methods employed, or rather not employed, to promote the sale of these garments. In general, the following may be stated as the results of these observations: These goods have been advertised, probably almost exclusively, by interior and window displays, sometimes with price card or appropriate advertising card attached; very few men's suits of distinguishable colors are worn; a considerable number, but entirely too few, women have been seen wearing suits of Palm Beach in the natural or linen color.

The climatic conditions of this part of Canada make it improbable that this class of goods, particularly the lighter shades, will ever be worn by men to the same extent as in the warmer sections of the United States, due to the fact that light-weight suits for men are less a necessity than in warmer regions.

The contrary is believed to be the case with women's suits of this class. The summers are mild, with frequent cool days and prevalently cool nights, and the women generally wear lighter outer garments than men, but at the same time require a suit of sufficient weight to conform to climatic conditions. These fabrics are therefore admirably adapted to this trade.

As garments of this class are somewhat new in Canada, especially women's suits, it would seem advisable and quite necessary that their merits be brought more fully and directly to the attention of Canadian customers. Following natural lines the market would greatly increase with passing seasons, but it is believed that a well-planned system of advertising, which would make generally known the style, wearing qualities, economy, and comfort of these garments, should greatly increase sales during succeeding warm seasons.

TAX ON ELECTRIC POWER AT TRIPOLI.

[Consul W. Roderick Dorsey, Tripoli, Libya, July 28.]

A royal decree of May 20, 1915, institutes a municipal tax for this city of 0.04 lire (\$0.0077) a kilowatt hour on electric energy consumed for lighting, heating, or ventilation. This is 5.7 per cent on the present cost of 0.70 lire (\$0.135) a kilowatt hour. Power used for motors is exempt, as is that consumed for municipal illumination of public areas, for ventilation of public hospitals and manufacturing establishments, and for heat in factories when indispensable to an industrial process. The collection of the tax from the individual is intrusted to the power company.

SEA AND RIVER ROUTE TO CENTRAL SIBERIA.

[Commercial Attaché Heary D. Baker, Petrograd, July 29.]

Mr. Jonas Lied, the well-known Norwegian traveler and authority on Siberia, and promoter of commercial development in that region, will sail on August 15, 1915, from Tromso, Norway, for the estuaries of the Ob and Yenisei Rivers, with a fleet of three steamers, carrying about 7,000 tons of freight much needed in Siberia, chiefly hardware, agricultural and mining machinery, cement, etc. The goods will be transferred to barges up the Ob and Yenisei Rivers to the rich and important agricultural and mining territory below Tomsk on the Ob and below Krasnoyarsk on the Yenisei.

The ships will pursue a course in the Arctic Ocean north of Norway and Russia to the straits between Nova Zembla and Vaigach Island into the Kara Sea, two of them then entering the estuary of the Ob, while the third will enter the estuary of the Yenisei. They are expected to arrive at these destinations about August 30, will remain there several weeks to unload their freight into the river barges, and reload with Siberian produce (chiefly butter, hemp, flax, and timber), and will return to Tromso, Norway, about September 30. This will be the most important commercial undertaking ever made by the sea and river route to central Siberia. The practicability of this route has, however, been demonstrated by smaller commercial and exploring expeditions. [Reports on the subject of Arctic navigation were published in Daily Consular and Trade Reports for Nov. 17 and Dec. 30, 1913.]

Short Navigation Season—Northern Sea Route Favored by Czar.

The chief difficulty in connection with this northern sea route to Siberia is the ice in the Kara Sea, which during the greater part of the year is too dense and closely packed to permit of safe navigation. While it seems entirely possible to reach the mouths of the Ob and Yenisei every year through the Kara Sea if the necessary precautions are taken, it is important not to go into the ice too early in the season and not to expect the navigable season to last very long. It would seem imprudent for a ship to make more than one voyage to the Yenisei River and back during any one season.

To facilitate navigation to and from Siberia by the northern sea route the Russian Government has installed wireless telegraph stations at Nova Zembla and Vaigach Island, principally to report ice conditions in the Kara Sea.

In an audience that Mr. Lied had with His Majesty the Czar this week he congratulated His Majesty on his foresight in having insisted upon the building of the Trans-Siberian Railway at a time when Siberia was mostly wilderness and many people predicted that the railway would be a costly failure, owing to lack of freight. His Majesty replied that the line had now been double-tracked a large part of the way, but that even if it were four-tracked all the way the facilities would still be too limited for the immense business developing. In view of the great need of larger facilities for freight transportation for the people of Siberia, His Majesty said he was glad to encourage transport by the northern sea route, which might thus supplement the Trans-Siberian Railway in moving merchandise to and from Siberia.

Trade Prospects of Northern Route.

The present commercial expedition to Siberia has been specially favored by the Russian Government, which granted a concession permitting all freight shipped into Siberia by this northern sea route during the present season to enter free of duty. Since the present pressure on the Trans-Siberian Railway for transportation of freight is far beyond its facilities, it is considered especially desirable to encourage this northern sea route. The expedition would include a much larger number of ships to the Ob and Yenisei Rivers except that the small number of barges and tugs on these rivers makes it impossible to transfer more than 7,000 tons. As there is a serious shortage in Siberia of various kinds of much-needed manufactured articles and a glut of various local produce that can not find transportation to countries where excellent prices could be obtained, the northern sea route seems to present a profitable opportunity. The present expedition, however, will be able to transport only a small percentage of the immense amount of freight that has recently been accumulating for shipment to and from Siberia.

Mr. Lied states that during the next year the number of barges and tugs on the Ob and Yenisei Rivers will probably be increased, so that during the season of 1916 a larger commercial expedition may be practicable. It is also anticipated that the Russian Government may continue its remission of duties on goods shipped into Siberia by this route. Mr. Lied says that if this concession can be extended to cover 1916, a splendid opportunity might be open next year for American as well as English manufacturers to send their goods into Siberia by this northern sea route.

Navigation on the Yenisei and Ob.

The districts in central Siberia around the Ob and Yenisei Rivers are distant about 3,000 miles from the Baltic Sea and from the Pacific Ocean. Railway transportation over such an enormous stretch of country is very expensive, and at present, owing to the congested condition of the Trans-Siberian Railway, the service for central Siberia is very deficient. The natural means of communication are the rivers, which run parallel from south to north. Navigation is possible during more than five months of the summer on the Ob from the mouth to Biisk, and on the Yenisei from the mouth to Minussinsk. The Yenisei is the fifth longest river in the world, with a length of about 2,900 miles. It is rarely narrower than half a mile, and for a distance of about 300 miles from the mouth it varies in width from 10 to 30 miles. At Krasnoyarsk the current has an average speed of about 4 miles an hour.

Mr. Lied explains that on the lower reaches of these rivers the goods are transported in barges towed by tugs. From the upper parts rafts made of timber are sent down, simply drifting with the current. A kind of rough barge is also used, purely for drifting purposes, which is usually sent from the more cultivated districts on the upper part of the river loaded with various necessities of life and broken up for building purposes at its destination, which is north of the line where trees grow. Before the frost comes on the steamers are brought alongside the river piers, where they freeze in. If repairs are necessary they are simply lifted out by jacks and treated as though they were in dry dock. In the winter, in the south-

ern parts, transport is by horses and sledges, while in the northern parts reindeer and dogs also are employed.

Industries of Central Siberia.

Mining is the oldest industry in central Siberia. In the Yeniseisk district about 30 gold dredgers are employed. Coal also is found in large quantities, and there is a pit head of a mine near Minussinsk. Agriculture, however, is the greatest resource, there being now an enormous production of grain, mostly wheat and rye, also butter, hemp, flax, and hides and skins. Fishing is an important industry near the mouths of the rivers. Those who participate in this industry do so only during the summer time, in the autumn going south with the salted fish obtained. While remaining at the fisheries they draw their nets all day and salt the fish as they catch it.

The fur trade is important in central Siberia, a large part of the furs being obtained by barter of merchandise, and those gathered during the winter are chiefly disposed of in June. The fur turnover is very large; one merchant has been known to buy as many as 1,000,000 squirrel skins in one season. The forests are valuable, being chiefly cedar, pine, and larch, but little of this valuable timber is exported to foreign countries. Much of it is annually destroyed by fire. There are a few sawmills supplying local needs. The best timber is found north of the Trans-Siberian Railway. To be available for exportation it would have to be transported up the rivers, against the current, and after reaching the railway would have to pay so high a freight that it would be unprofitable to ship it.

Ice Conditions in Kara Sea.

Concerning the formation of ice in the Kara Sea, the well-known explorer, Dr. Nansen, recently reported to the Royal Geographical Society of England, as follows:

It seems as if the ice is most easily formed and is growing most rapidly in the shallow parts of the sea, over the shelves near the coasts, and especially over the broad shelf off the west coast of Yalmal, while over the deeper parts of the Kara Sea it is more easily broken and moved by wind and currents.

It seems to me to be probable that the quantity of ice which each year is formed in the Kara Sea must chiefly depend on the cooling of the surface of the sea during the winter, and must also to some extent depend on the thickness of the snow which covers the ice during the winter, because less ice will naturally be formed under a thick layer of snow than under a thin one. I think, therefore, that after a comparatively cold winter with little snow we must expect to find a much greater quantity of ice in the Kara Sea in the following spring than after a comparatively mild winter with much snow. If the cold winter be followed by a cold spring and summer, comparatively little ice will be melted and we shall have a very unfavorable season for navigation through the Kara Sea. But, on the other hand, if a mild winter with much snow be followed by a warm summer with much sunshine, the ice will be rapidly melted and we may expect to find a very open sea.

It may be added that the formation of ice during the winter will also to some extent depend on the conditions of the sea during the autumn. If the Kara Sea is very open and nearly free of ice in the autumn, as is sometimes the case, the formation of ice will naturally be difficult, because the wind will keep the sea rough, and as soon as new ice is formed, during some few calm days, it will very soon be broken up and crushed by the wind and the sea, and it may take some time before the formation of the ice has become sufficiently strong to check this effect of the wind. But in other years, when there is much ice in the sea in the autumn, new ice is easily formed between the floe, which keeps the sea quiet and prevents the wind from destroying the new ice. The forma-

tion of ice can thus proceed even from the beginning of the winter without being much disturbed. A difficult year, with much ice, will therefore have consequences also for the ice conditions in the following summer, and if two cold winters succeed each other we may expect a season which is still more unfavorable than after a single cold winter, and the opposite will be true if the winters are mild.

Meteorological Expedition—Siberian Trading Company.

Last year the Russian Government dispatched a meteorological expedition from Vladivostok, in a ship under the leadership of Mr. Vilkitsky, to investigate conditions in the waters north of Siberia. This expedition, passing through the Bering Strait at the outset of summer, succeeded in getting almost to Cape Chelyuskin, where it was caught in the ice, so that the party was obliged to spend the winter there. It is understood that this party is now trying to make its way overland to the mouth of the Yenisei River. It is hoped that Mr. Vilkitsky and the rest of his party will be met here by Mr. Lied's expedition and brought safely to Europe. The ice conditions off Cape Chelyuskin are worse than anywhere else along the northern coast of Siberia, and apparently create a barrier that would make it impossible ever to arrange for steamship service for commercial purposes all the way between Europe and Bering Strait via the Arctic Ocean.

The company that has arranged the present expedition to the Yenisei and Ob Rivers by way of the Kara Sea is the Siberian Steamship, Manufacturing & Trading Co. (Ltd.), of which Mr. Lied is president. It is shortly to be changed from a Norwegian company, as at present organized, into a Russian company, with headquarters at Petrograd and with a capitalization amounting to about \$1,000,000.

SCARCITY OF BONE IN BRITISH POTTERIES.

[Consul Robert S. S. Bergh, Stoke-on-Trent, Aug. 6, 1915.]

A serious difficulty in connection with the manufacture of china that threatens to become very acute unless some speedy relief arrives is the growing shortage of bone, a very important constituent of English china. This material is imported extensively from the Argentine, but owing to the shortage of vessels available for charter and the consequent difficulties in transport, very little bone is finding its way across. It is stated that vessels that would normally be carrying bone are now transporting foodstuffs.

There is no evidence of any attempt to corner the bone supplies; in fact, there is said to be an unlimited quantity on the other side awaiting shipment. Bone supplies that were at one time available in The Potteries for £4 10s. to £5 (\$22 to \$24.30) per ton (2,240 pounds) are now realizing £13 to £14 (\$63 to \$68), and even more. Even firms that have actual contracts for regular supplies are having great difficulties in obtaining what their immediate requirements demand. If the bone famine is not relieved very speedily there is a possibility, not altogether remote, that some factories which buy their materials from hand to mouth will have to close down; and in any case, where bone is to be had the price is fast becoming almost prohibitive.

FOREIGN TARIFFS.

AUSTRALIA.

[Commonwealth of Australia Gazette, July 10, 1915.]

Restrictions on Eggs in Liquid Form.

By a proclamation of July 7, 1915, the former prohibition against the importation into Australia of liquid eggs for edible purposes is modified so as to allow the importation of eggs (not in shell) in liquid form, whites and yolks combined and whites and yolks separately, when accompanied by a certificate from the health authority in the district in which the material is prepared that the eggs used are clean and sound, and that the material is prepared and packed under such conditions as to premises and methods as may be considered hygienically satisfactory, and that such material is free from preservative.

CANADA.

[Consul General Frederick M. Ryder, Winnipeg, Aug. 11, 1915.]

Duty on Steam Winches.

By a decision of the Department of Customs, under date of July 30, 1915, steam towing winches are taken off the free list, as they are now manufactured in Canada and can no longer be admitted under item 470 of the tariff as "iron, steel, or brass manufactures which at the time of their importation are of a class or kind not manufactured in Canada, when imported for use in the construction or equipment of ships or vessels, under regulations prescribed by the Minister of Customs." No rate is prescribed for towing winches, but according to a statement of the collector of customs at Winnipeg they would come under item 453 of the tariff, which covers machinery composed wholly or in part of iron or steel, for which a general rate of 35 per cent ad valorem is prescribed, with a preferential rate of 20 per cent ad valorem.

[Customs memorandum No. 1940B, Aug. 19, 1915.]

Exportation of Sheepskins to the United States.

The exportation to the United States of Canadian sheepskins, woolled or not, which has been prohibited as a war measure, is now permitted upon the presentation of a satisfactory guaranty from the consignee, indorsed by the shipper, that neither the skins nor products made from them will be exported from the United States. An order of May 25, 1915, had previously granted permission for the exportation of wool under similar circumstances. The guaranty should be in the following form:

To the MINISTER OF CUSTOMS,
Ottawa, Canada:

In consideration of your consenting to the exportation to us from Canada of Canadian sheepskins, the undersigned, ———, hereby give you the following undertaking, which shall remain in force so long as the present war continues:

That the sheepskins so exported are to be used for manufacturing purposes only in the United States, and that no part of the wool or skins or of the yarn or leather made therefrom shall be reexported from the United States of America.

Dated at ———, ———, 1915.

(Signature) ———,

INDORSEMENT BY EXPORTER FROM CANADA.

The terms and conditions of the within guaranty shall be faithfully carried out.

Exporter (or agent).

[Customs memorandum No. 1941B, Aug. 21, 1915.]

Importation of Dressed Hogs from United States.

A further amendment to the Ministerial Order of May 9, 1915, relating to the importation of animal products from the United States (see COMMERCE REPORTS, June 7, 1915) regulates the importation into Canada of dressed hogs from the United States. Hogs must have been killed and dressed in establishments under Federal inspection and the carcasses singed and the head, feet, and viscera removed. Only car lots, sealed by an inspector of the Bureau of Animal Industry and consigned to Canadian establishments under inspection, will be admitted. It is further required that every portion of such imported hogs must be exported, with the exception of such small trimmings as are rendered, or lean trimmings, which must be cooked before being offered for sale.

FRANCE.

[American Ambassador, Paris, July 29, 1915.]

Importation of Tobacco Samples.

As a result of representations made by the American Ambassador to the French Government, calling attention to the fact that under the present conditions French buyers of tobacco for colonial markets find it impossible to examine samples of tobacco at Bremen or Hamburg, as was formerly their custom, the Ministry of Finance has decided to allow the importation of samples of tobacco under a bond, which has been fixed at 8 francs per kilo (\$0.70 per pound) for American leaf tobacco. The amount of American leaf tobacco that may be imported as samples is limited to 100 kilos (220.46 pounds) per annum by each importer and is subject to reexportation or warehousing within a period of six months. The bond of 8 francs per kilo is not to be regarded as an import duty, but merely for the purpose of insuring the payment of any fines that may be imposed for the violation of any regulations. American tobacco dealers are also allowed to deposit their samples in one of the establishments maintained by the tobacco monopoly in Paris, Bordeaux, and Marseille.

STATE CONTROL OF DRUG PRICES IN AUSTRIA.

Ambassador Frederic C. Penfield sends from Vienna a copy of the decree of the Minister of the Interior of Austria of July 30, 1915, amending the fifth edition of the "Price List for Drugs," of the Austrian Pharmacopœia. This decree—as well as the earlier ones, which were mentioned in Consular and Trade Reports for March 6 and May 22, 1914—is in German, and will be loaned on application to the Bureau of Foreign and Domestic Commerce; refer to file 65,055.

PROPERTY VALUES IN REPUBLIC OF PANAMA.

[Consul General Alban G. Snyder, Panama, Panama, Aug. 13.]

The Statistical Office has issued a pamphlet showing the amounts and values of the various classes of private property in the Republic of Panama during 1914. These include houses, lands, cattle and horses, lots, farms; and in addition there are statistics of ships, which show total tonnage of 4,460, valued at \$855,896. The principal values by Provinces, of houses, lands, cattle, and horses, and the total values are:

Provinces.	Houses.	Lands.	Cattle and horses.	All values.
Bocas del Toro.....	\$1,088,847	\$794,206	\$80,550	\$2,108,866
Cocle.....	430,730	702,331	939,828	2,072,889
Colon.....	* 2,787,725	61,060	22,525	4,609,609
Chiriqui.....	1,016,560	1,144,645	1,461,925	3,623,130
Los Santos.....	430,350	445,655	938,660	1,814,655
Panama.....	12,794,085	2,211,748	407,000	17,412,833
Veraguas.....	233,600	\$70,655	\$54,650	1,456,905
Total.....	18,791,907	5,730,290	4,705,125	\$3,175,501

* Reduction for fire of Apr. 30, 1914.

A copy of this pamphlet, containing figures as to the extent of the various classes of property, by Provinces, their values, and the taxes paid, together with the rents in the case of real estate, will be loaned to interested parties on application to the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65103.

JAPANESE MINING ACTIVITY IN SOUTH MANCHURIA.

[Consul General P. S. Heintzleman, Mukden, China, July 31.]

Among the nine mining areas in South Manchuria where Japanese are permitted, by an exchange of notes between the Japanese and Chinese Governments on May 25, 1915, to prospect for and operate mines, one of the largest and most promising is the iron mine in the Anshanchan region, between Liaoyang and Penhsihu, in the central part of Shengking Province.

The seam of this mine extends from near Liaoyang to the neighborhood of Penhsihu, and in point of magnitude is pronounced as equal to the well-known mine at Tayeh, Hupeh. The percentage of iron contained in the ore varies according to locality. The working of this mine is to be intrusted to the South Manchuria Railway Co. The railway company will not confine its labors to mining ore, but proposes to manufacture iron as well. For smelting purposes neither Fushun nor Yentai coal is suitable, and it is said Penhsihu coal will be used. A site for the smeltery on the opposite side of the Penhsihu River which comprises about 83 acres of land has been chosen and the negotiations for its purchase are about concluded. The undertaking is to assume considerable proportions, and the capital for investment is estimated to be not less than \$5,000,000.

INCREASE IN BRADFORD WOOL COMBERS' WAGES.

[Consul Augustus E. Ingram, Bradford, England, Aug. 12.]

A threatened strike of the Bradford wool combers has been averted. It was feared that such a strike would cause a further restriction in the output of wool tops, which, owing to the shortage of labor, is even now a matter of serious concern. The following official statement issued by the secretary of the Wool Combing Employers' Federation shows the settlement that has been made:

The Woolcombing Employers' Federation have recently been approached by the National Society of Machine Woolcombers with a request that a war bonus should be granted to the employees. The federation pointed out that in making such an application the operatives were breaking an agreement entered into in February last, when an increase in wages was granted by the federation upon the undertaking from the machine wool combers that no further request for an increase should be made during the continuance of the war. After negotiations, the committee of the Society of Machine Woolcombers sent a letter to the secretary of the employers' federation withdrawing the application. After the application had been withdrawn, the Woolcombing Employers' Federation reconsidered the position, and, after giving due consideration to certain special points put before them, they voluntarily decided to grant a war bonus of 2s. (49 cents) a week to all the wool-combing operatives. With the object of encouraging their employees to work full time, the war bonus is only to be paid to those who complete a full week's work.

The agreement states that the bonus shall become payable on the first pay day in September, and the National Society of Machine Woolcombers undertakes to withdraw all letters of application for war bonus or any advance which have been sent to firms who are already paying a war bonus, or, in total, any amount equal to the wages (including the war bonus) which the Woolcombing Employers' Federation will be paying under the latest agreement.

As a result of this advance in wages of 2s. (49 cents) per week it has been necessary that a further advance of woolcombing charges shall be made. It was announced early in June that an advance of a farthing (half a cent) and one-eighth of a penny (quarter cent) on merino and crossbreds, respectively, should take place on September 1, while now a similar and additional advance will be in operation from October 1.

STEAMSHIP CHANGE AIDS TRADE WITH AUSTRALIA.

Acting Secretary of Commerce E. F. Sweet, in a letter to Mr. James A. Robertson, commissioner for Queensland at the Panama-Pacific International Exposition, announces to the representative of the Australian State the fact that the United States Post Office Department has concluded arrangements with the Oceanic Steamship Co. for the steamers of that company plying between San Francisco and Sydney, via Honolulu and Pago Pago, to sail from San Francisco every three weeks instead of every four weeks, as heretofore, calling at Pago Pago and Honolulu on each of the return trips, the new arrangement to commence with the sailing from San Francisco on October 26.

The Acting Secretary also, in a letter acknowledging the receipt from the Post Office Department of information regarding the changes in the Oceanic Co.'s arrangements on the Pacific, says that trade between the United States and Australia will be facilitated.

DIRECT SOUTH AFRICAN SHIPMENTS TO AMERICA.

[Consul E. A. Wakefield, Port Elizabeth, July 21.]

Shortly after the outbreak of the war the local demand for wool, mohair, hides and skins (ostrich feathers being already at a very low mark) almost ceased, and business in general was most unsatisfactory.

Over and above the stagnation in trade which naturally followed the beginning of hostilities, the shortage of cargo ships for exporting produce presented a very serious obstacle to trade. While the local holders of produce were willing to ship, even at the reduced prices, there was no opportunity for a considerable time to ship any cargo worth mentioning.

American Buyers Appear.

In late October or early November American buyers appeared on the scene and gradually accumulated quite extensive stocks, principally of wool. The difficulties encountered through the embargo placed upon wool shipments have been mentioned before. Another difficulty speedily appeared when an effort was made to ship the wool by the ordinary transportation route to America (via England). Not only was cargo space unobtainable at the time, but no estimate would be supplied as to when ships would be available. This was the situation notwithstanding the fact that America was, at the time, the principal purchaser of South African wools.

After unavailing efforts to secure transportation by the usual route, one of the American purchasers chartered a sailing ship direct for Boston. This was early in the new year, and was later followed by another sailer and several steamer cargoes. Since then direct sailings for America have been comparatively frequent. Importers in the United States should realize the desirability of continuing these direct shipments to America. This will benefit not only American importers of wool, mohair, ostrich feathers, hides, and skins, but will also help extend the market for American products here.

Hongkong Increases Shipments to United States.

The declared export return prepared by Consul General Anderson, at Hongkong, China, for the first six months of the present year shows a marked increase in exports to the United States as compared with the corresponding period of 1914. The 1915 figures are \$3,019,248, while those for 1914 were \$2,620,258. Exports from Hongkong to the Philippine Islands during the first six months also increased from \$1,518,287 in 1914 to \$2,399,952 in 1915.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 408 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

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BRAZIL OFFERS SEA SALT.

[Cablegram from Consul General A. L. M. Gottschalk, Rio de Janeiro, Aug. 31.]

Offers are desired for purchasing Brazilian sea salt in unlimited quantities, bagged or loose.

QUICK RESULT ON CANADIAN OPPORTUNITY.

[Consul Samuel C. Reetz, Calgary, Alberta, Aug. 25.]

The contract for waterworks supplies for the city of Drumheller, Alberta, Canada, announcement of which appeared in *COMMERCE REPORTS* for August 9, 1915, as Foreign Trade Opportunity, No. 17851, was awarded to an American contractor on August 19, 1915.

NEW DUTCH STEAMSHIP SERVICE VIA THE PANAMA CANAL.

[Consul Frank W. Mahin, Amsterdam, Netherlands, Aug. 16.]

The Royal Netherlands Steamship Co., operating between Amsterdam and South America, announces that, beginning August 31, it will inaugurate a new line of steamers between Amsterdam and Callao, Peru, and Valparaiso, Chile, via the Panama Canal. This line will comprise six or seven steamers, sailing from Amsterdam monthly. The Royal Netherlands Co. operates 50 steamers altogether.

PROJECTED CREDIT BANK FOR DUTCH HORTICULTURE.

[Consul Frank W. Mahin, Amsterdam, Netherlands, Aug. 16.]

The flower-bulb industry and other branches of horticulture in this district have been severely injured by the war. As a consequence, a credit bank for horticulture is being considered by the Netherlands Government, and preliminary arrangements are under way. Full particulars are not yet made public, but it is understood that while the bank will not be on a cooperative basis the industries specially concerned will exercise a control over its management.

EXPORTS TO THE PHILIPPINE ISLANDS.

The exports from Hongkong to the Philippine Islands for the first half of the year amounted in value to \$2,399,952, as compared with a value of \$1,518,287 last year, the increase being accounted for entirely by shipments of rice, which increased from a value of \$323,383 in 1914 to \$1,467,927 this year. In practically all other items there were decreases, ordinary trade reflecting strongly the depressed condition which has existed in the islands for some time. Decreases in imports of cotton yarn from a value of \$64,010 to a value of \$38,627 and in unmanufactured silk from \$112,205 to \$70,205 reflect the depression in native industries. While, owing to changes in classification, it is difficult to accurately compare exports of provisions, there was considerable decline even in that trade. The exports to the territory from Hongkong for the first half of 1914 and of 1915 were:

Articles.	January-June—		Articles.	January-June—	
	1914	1915		1914	1915
Animals	\$334	\$278	Rice	\$323,383	\$1,467,927
Cement	56,250	51,257	Silk	144,619	126,343
Chemicals	9,541	27,211	Spirits, wines	534	230
Cotton, and manufactures of	139,222	129,034	Sugar	22,046	10,563
Earthenware	22,315	20,851	Tea	6,930	5,738
Explosives: Fireworks	1,927	1,429	Tobacco	5,126	5,510
Fruits and nuts	32,750	37,604	Wood and manufactures of	8,353	19,711
Leather	1,461	1,204	Wool and manufactures of	26,646	2,894
Matches	17,394	27,634	All other articles	572,360	354,069
Meat product: Lard	43,590	56,787			
Metals	22,051	5,078	Total	1,518,287	2,399,952
Motion pictures	24,019	24,135			
Oil: Vegetable, expressed peanut	38,076	23,526			

Chinese Goods Sent to Hawaii.

Exports to Hawaii decreased from a value of \$136,198 to a value of \$119,799, and the decrease is accounted for by smaller imports in nearly all lines, the chief items of which represent supplies of Chinese goods for Chinese resident in the territory. The exports in detail for the two half years have been:

Articles.	January-June—		Articles.	January-June—	
	1914	1915		1914	1915
Chemicals	\$6,121	\$6,460	Seeds	\$5	\$1,237
Cotton, and manufactures of	1,025	1,193	Silk, and manufactures of	932	1,554
Earthenware	1,685	1,777	Spirits, wines	19,773	17,584
Explosives: Fireworks	634	396	Sugar	652	647
Matches	976	358	Tea	8,875	10,356
Moss and seagrass; seagrass furniture	98	197	Tobacco	3,811	2,607
Oil: Vegetable, expressed peanut	11,520	8,377	Wood, and manufactures of	1,456	2,628
Paper, and manufactures of	1,536	1,687	All other articles	72,211	57,974
Rice	4,844	4,768	Total	136,198	119,799

While it is unlikely that there will be any marked improvement in South China trade so long as the war in Europe continues, and while several important changes are taking place in the trade and trade machinery of the Far East, the general feeling in South China com-

mercial circles at present is more encouraging than it was at the beginning of the year. Some of the results of the war are being discounted, the possibilities of trade in some directions have been developed, it has been found that supplies of certain staple goods heretofore obtained from some particular source can be secured from other sources with comparatively little difficulty, and many of the serious problems of the war situation have been satisfactorily solved. The general business outlook is much more satisfactory than it has been.

NEW FORMULA IN CALCULATING FORCE OF CURRENTS.

Probably the most accurate method for determining the value of the strength of an electrical current in absolute measure is by means of the Rayleigh current balance, in which the current to be measured is passed in series through two parallel circular coils of unequal radii, one of which is suspended from the beam of a balance. The distance between the planes of the coils is varied until the force of attraction between the two coils is a maximum, and the value of the force is obtained by adding weights to the other arm of the balance until its equilibrium is restored. Since the maximum force obtainable depends on the ratio of the radii of the coils alone, and not on their individual dimensions, it is only necessary to determine further the ratio of the radii of the coils, and this may be done with great accuracy by electrical means.

The constant of the instrument—that is, the maximum force per unit current for the coils in question—has been obtained in the past by interpolation between values of the force, calculated for various assumed distances of the coils, in the neighborhood of the critical value for which the force is a maximum. For although the general formulas of Maxwell and Nagaoka give the value of the force for any two given coils, at any assumed distance, with great accuracy, no formula has been heretofore published for calculating at what distance the force becomes a maximum. To supply this lack there is derived in a paper just published by the Bureau of Standards, entitled “The Calculation of the Maximum Force Between two Parallel, Coaxial, Circular Currents,” a formula which gives the critical distance as a function of the ratio of the radii. The latter part of the paper is devoted to the development of methods for facilitating the calculations. The formulas are illustrated by numerical examples and tables, and the new formulas are shown to give results in agreement with those derived by more indirect and laborious method of interpolation.

Copies of the publication, Scientific Paper No. 255, may be obtained on request of the Bureau of Standards, Washington, D. C.

Latin American Druggists, Physicians, Etc.

The American consuls in Central and South America have obtained the lists of druggists, pharmacists, dentists, surgeons, and physicians in the various countries. These have been assembled in the Bureau of Foreign and Domestic Commerce and will be made available in rotation at the various district offices.

CONSTRUCTION WORK ABROAD.

AUSTRALIA.

[Consul Lucien N. Sullivan, Newcastle, New South Wales, July 22.]

New Coal-Loading Wharf.

The first section of the new coal-loading wharf has recently been completed in the Newcastle Harbor, at a cost of \$210,000. This wharf is one-third of a mile long and of especially heavy construction on account of the electric traveling cranes which it is to support.

A system of heavy diagonal bracing was employed between the superstructure and the high-water mark, with the idea of preventing the traverse rails from getting out of alignment, which heavy vessels coming against the wharf might cause. Reinforced concrete construction was used for the "feeder sidings" to sustain the load of heavy freight engines which will be used in bringing the coal trains from the mines direct to the dock.

A depth of water of 30 feet will be maintained along the face line of the wharf, but it is so designed that the depth may later be made 35 feet. The average depth of water on the bar at Newcastle Harbor is now 23½ feet at mean low tide.

The dock will carry six 15-ton, coal-loading, high-speed electric traveling cranes, each weighing 200 tons. They were manufactured in England. Two have been delivered and the third is on the way. The following is taken from the report of the London consulting engineer who inspected and supervised the test made on these machines.

Hoisting with two motors: Load, 15 tons; speed, 97 feet per minute; 480 volts; 240 amperes. Hoisting with one motor: Load, 15 tons; speed, 47.6 feet per minute; 270 volts; 110 amperes. Traveling: Speed, 97 feet per minute; 488 volts; 48 amperes.

The mechanical brakes were tested by cutting out the electric brakes and lowering the full load which was satisfactorily controlled by these brakes. There is also an efficient overwinding device. The tests showed 154 horsepower required for hoisting, 7½ horsepower for slewing, and 31½ horsepower for traversing, as against 200 horsepower actually provided in the motors for hoisting, 25 horsepower for slewing, and 50 horsepower for traversing. The wide margin allowed for reserved capacity provides for an increase in loading which may be expected in an expanding coal port like Newcastle. Each of these cranes will lift 15 tons at 55 feet radius and a vertical distance of 39 feet at the face line of the wharf, with the framework of the crane 3½ feet clear from the face line. They will lift 3 tons more than the hydraulic cranes at present in service and will also have 10½ feet more radius and 11½ feet higher lift.

It is estimated that the six cranes will be able to load over 2,500,000 tons of coal per annum.

BULGARIA.

Government Invites Tenders for Railway Building.

English newspapers during August have published official notices by the Bulgarian Government inviting tenders for the construction of four railway lines: (1) From Radomir, via Dupnitza, to Zumaja, with (2) a branch line from Dupnitza to Bobordol, together 90.1 kilo-

meters (kilometer=0.62 mile); (3) from Plevna to Lovetch, 52.5 kilometers; and (4) from Gabrovo to Sevljievo, 29.75 kilometers. Caution money for (1) and (2), 741,000 francs (franc=\$0.193); for (3), 320,000 francs; and for (4), 160,000 francs. Specifications, plans, etc., can be obtained at the Direction Générale des Construction, 4 Rue Preslav, Sofia, for the sum of 80 francs. The date by which all bids should be in was August 30, 1915. Tenders were to be addressed, for each line separately, to the Direction Générale des Construction. With the placing of contracts for building these lines there should be an opportunity for the sale of American railway supplies and equipment.

CANADA.

[Consul Samuel C. Reat, Calgary, Alberta, Aug. 25.]

New Grain Elevator Completed.

The new Government grain elevator at Calgary will be finished and ready for use by September 1. This completes the chain of international elevators built by the Government between the Great Lakes and the Rockies, those at Moose Jaw and Saskatoon being already in operation. All these elevators, including the big one at Port Arthur, will be available for handling this season's crop, of which it is estimated there may be 175,000,000 bushels for export. The Vancouver elevator, with a capacity of a million bushels, is being rushed to completion. The new Government grain elevator in Calgary has a capacity of 3,000,000 bushels. It is constructed of reinforced concrete and cost a million dollars.

[Montreal Gazette, Aug. 26.]

Project of Big Sewer Line.

The Montreal City Council is considering the project of building a 15-mile sewer from the north end of the city toward the east end of the island of Montreal, at an estimated cost of \$1,000,000 to \$2,000,000. It is recommended by Chief Engineer Mercier. However, the City Hall believes that the project is premature.

CHILE.

[Commercial Attaché Verne L. Havens, Santiago, July 19.]

Electric Railway Concessions.

Augusto Astaburuaga has been granted an extension of two years for the beginning of work on the electric railway from Santiago to Maipu, a suburb of the city.

The Compañía Molinera El Globo, of Collipulli, Chile, has been granted the privilege of establishing lighting and traction system for the town. The town is 90 miles southeast of Concepción and has a population of 4,000. Communications to the company should be in Spanish.

The Government has authorized the Municipality of Tacna to borrow up to 200,000 pesos (about \$32,000 United States gold) for paving the city. The debt must be amortized within 20 years.

Railway Plans Approved—Street Paving.

The Public Works Council has approved the plans for the railroad from Antofagasta to Mejillones, about 68 kilometers (kilometer=

0.62 mile) long, 1 meter gauge, the price per kilometer being estimated at 49,300 pesos (each peso being worth 16 cents United States currency). Public bids will be asked for constructing the road.

CHINA.

[Consul General Edwin S. Cunningham, Hankow, July 23.]

New Bank Building.

The Hongkong & Shanghai Banking Corporation is constructing an imposing modern bank building adjoining their present quarters. The growth of the banking interests have demanded larger quarters, and this old and large financial institution is not often far behind the local demands, and its enlargement is a sound index to the growth of Hankow.

The new building is to be of reinforced concrete and to cost 600,000 taels (\$363,000 gold at \$0.605), the internal fixtures and arrangements will be up to date. The progressive spirit of the management is an indication that American fixtures will be given a fair hearing, though British will be preferred. Hemmings & Berkley are the architects.

Other New Structures.

The Nippon Kisen Kaisha, a Japanese steamship company, is erecting large brick and reinforced cement go-downs in the Concessions. The architects are Hemmings & Berkley.

Many new buildings in foreign concessions have been completed within the past year, including the Union Buildings of reinforced concrete for office and residence flats, in which the second elevator has been installed in Hankow. Liddell Bros. have completed a 3-story godown with splendid offices. The Hankow Dispensary has recently occupied its new block and started its mineral water plant. J. K. Panoff & Co. have completed at Seven Mile Creek, outside of concessions, an antimony smelting plant. The new buildings are usually of brick and reinforced concrete.

[Vice Consul Horace Remillard, Hankow, July 23.]

New Chinese Post Office Will Need Equipment.

The Chinese Postal Administration is desirous of erecting a new post-office building at Hankow, at an approximate cost of \$120,000 Mexican (\$47,880 United States currency). Sketch plans have been invited from the local architects, which are to be submitted by August 15, 1915. The contract will be promptly awarded, probably about September 15, and it is hoped that construction will begin about October, 1915, the building to be completed by August, 1916. It is not yet definitely known what materials will be used in construction, but the new building will doubtless be partly of reinforced concrete. After sketch plans have been adopted certain specifications will be made by the postal authorities, but the purchase and supply of materials will be in the hands of the construction architects.

This office will report to Washington the name of the concern obtaining this contract and will obtain specifications for interested American business houses on payment of whatever fees may be subscribed. Firms in the United States desiring to make tenders for

interior equipment are advised to send a copy of their catalogues to Postal Commissioner Paul Bauer, at Hankow, and duplicate copies to this consulate general, one to be transmitted to the construction architects and one for filing in this office.

[Consul General P. S. Heintzleman, Mukden, July 29.]

Double Track for Railway Section.

The South Manchuria Railway Co. has received from the Japanese Government permission to double the track on the Suchiatun-Mukden section, a distance of about 10 miles, of the main line extending from Dairen to Changchun. This work, which is merely an extension as the line from Dairen to Suchiatun, 236.5 miles, was double-tracked several years ago, will consume over four years. The construction of a railway bridge for the second track over the Hun River is already in progress.

[Consul General P. S. Heintzleman, Mukden, Aug. 3.]

Projected Railways in South Manchuria and Eastern Inner Mongolia.

Of the five railways in project in Eastern Mongolia and South Manchuria, for which an agreement was concluded between the Chinese Government and the Japanese minister at Peking in October, 1913, (1) Kaiyuan to Hailungcheng, 120 miles; (2) Changchun to Taonanfu, 180 miles; (3) Taonanfu to Jehol via Chihfeng, 470 miles; and (4) Hailungcheng to Kirin, 110 miles, are considered as of less importance than the fifth line, Ssuningkai to Taonanfu, 230 miles in length. The last-mentioned line is expected to prove at once a profitable feeder to the South Manchuria Railway.

Early Construction of Ssuningkai-Taonanfu Line.

Negotiations are now in progress at Peking between the Board of Communications and the Yokohama Specie Bank for the flotation of a loan for the construction of the above railways. Construction work on the Ssuningkai-Taonanfu line will begin immediately upon the conclusion of the agreement. The first section, extending 65 miles, between Ssuningkai and Chengchiatun, will be undertaken by the South Manchuria Railway Co., and steps are being taken to commence work. Preparations for extending the line to Taonanfu are also under way. The settlement of the details of the loan agreement now under negotiation, and which is to follow in the main the provisions of the Tientsin-Pukou Railway loan agreement, is expected to meet with little difficulty.

On the Ssuningkai-Chengchiatun section the alignment will start at Ssuningkai on the South Manchuria Railway main line and proceed northwestward to Pamiencheng, and, after crossing the Liao River, extend to Chengchiatun. The only work on this section attended with engineering difficulty is the railway bridge over the Liao. According to the precedents of railway construction in China, the construction expense is estimated to be about \$50,000 per mile, but Japanese experts believe that half this estimate will suffice. Calculated on this basis, the total cost for this section should not greatly exceed \$1,500,000.

Chengchiatun is advantageously situated in what is known as the Cherim League (the region possessed by one of the Mongolian tribes, and where the Chinese Government has in recent years in-

stituted bureaus for promoting the settlement of vacant lands), with the waterway of the Liao only about a mile away. On the north it leads to Taonanfu via Kaitung (one of the new marts to be opened to international trade), on the south to Mukden via Fukumen, on the west to Chihfeng and Chinchou via Palin and Kailu, and on the east to several stations on the South Manchuria Railway.

The trade of the eastern part of Inner Mongolia is centered at Chengchiatun. The Japanese colony there consists of 107 persons. There are 13 pawnshops, 3 patent-medicine shops, and 3 restaurants.

This section of railway will serve to open up the latent natural resources of the Cherim League, the "treasure house" of Inner Mongolia, and the railway is expected to be put quickly on a paying basis.

Plans for Two Other Railways.

The Peking Government has instructed the Department of Communications to draw up plans for constructing two other railways.

(1) Chinchou-Dolon Nor: A 366-mile line from Chinchou, on the Peking-Mukden line, to Chihfeng via Chaoyang and I-chou, whence, turning to the west, to Dolon Nor.

(2) Kalgan-Dolon Nor: A 200-mile line from Kalgan to Dolon Nor—an extension of the Peking-Kalgan line. These lines indicate a direct approach to Peking from both the northwest and the north. In any consideration of Japan's activity in railway enterprises in these regions, it is to be noted that by an arrangement effected by an exchange of notes between the Japanese and Chinese Governments on May 25, 1915, China engages, in the event of being unable herself to supply the funds for building railways in south Manchuria and eastern inner Mongolia, to negotiate for a loan with Japanese capitalists.

Light Railways Proposed.

There are other minor Japanese railway enterprises projected in South Manchuria. The concession to lay a light rail line between Penhsihu and Chienchang, about 52 miles, was secured by Japanese in 1914 on condition that the line be worked under Sino-Japanese management. The 9-mile section between Penhsihu and Niushintai was completed in February, 1914, and put in operation soon afterwards. Owing to difficulties in defining the joint management, no further extension of the line has yet been made. The section under operation has, however, been found of little service, and it has been finally agreed that the line shall be extended first to Haiaoshih, 7 miles beyond Niushintai. Plans for constructing the new extension are under consideration. This line taps a rich coal and iron district.

The surveys of the proposed route of the Yingkou-Kaiping light rail line having been finished, construction work was commenced in July last. Kaiping is on the main line of the South Manchuria Railway, and this new 35-mile railway would reduce considerably the distance between Newchwang and Dairen.

A number of Mukden capitalists propose to construct a 25-mile light railway between that city and the Fushun Colliery; capital of company \$300,000. The governor of Fengtien Province, who has studied the commercial aspects of the proposed enterprise, has sanctioned the project. An application for a charter, filed with the Mukden authorities, has been referred to Peking.

The South Manchuria Railway Co. is unable advantageously, owing to the European war, to float a foreign loan, so that its plans for building numerous branches as feeders to the main line, as well as its other varied undertakings, are directly affected.

COLOMBIA.

[Consul Isaac A. Manning, Barranquilla, Aug. 14.]

Municipal Waterworks.

The Municipality of Cali, on the west coast of Colombia (reached via the port of Buenaventura) will receive bids in conformity with specifications and ordinance of said Municipality on November 28, 1915, for the construction of waterworks for supplying the city with an ample supply of potable water, with a capacity sufficient for a city of 50,000 inhabitants, with operating privilege for 30 years, and possible extension thereof for terms of 10 and 20 years. Full details of the proposed plan will be found in "Llamamiento a Licitacion," of which this consulate has been able to secure but one copy [which may be seen on application to the Bureau of Foreign and Domestic Commerce; refer to file 65,123]. The Compania del Ferrocarril del Pacifico has made the preliminary plans and estimates, and information may be secured from the manager at Cali or from the Municipal council direct.

Telephone Service.

The municipality of Barranquilla, Colombia, understanding that the contract with the West India & Colombia Electric Co. for supplying telephone service to the city will expire in October next, proposes to offer the concession for a further period of 25 years to the person or company offering the best conditions of service and of interest to the municipality. The date of receipt of bids is not yet fixed.

DOMINICAN REPUBLIC.

[Vice Consul Juan M. Herrero, Santo Domingo, Aug. 5.]

Electric Cars for Santo Domingo City.

The Dominican Congress last July passed a resolution approving the contract which on October 20, 1913, had been entered into between the Government, represented by its Minister of Public Works, and Mr. Horacio H. Vicioso, an attorney of this city, who will be called hereinafter the company.

The company is given the right to construct an electric car line to operate within the city limits and outside of the city to San Cristobal and Bani, and to use the roads and bridges provided the public traffic is not obstructed. The contract calls for a track the minimum width of which will be 84 centimeters (33 inches).

All materials, tools, and fuel imported for the construction, operation, and maintenance of the enterprise will be exempt from the payment of duty, and the company is also empowered to take from the public lands all materials like wood, etc., necessary for constructing the track, as well as to use the requisite grounds for building stations.

The work must begin one year after the contract has been approved by Congress. The contract will expire at the end of 35 years, and

may be transferred to any person, society, or corporation, but will ipso facto terminate if transferred to a foreign government.

PHILIPPINES.

A New Railroad Project.

During the session which ended last February the Philippine Legislature passed an act conferring a franchise for the construction of a railroad in the island of Negros, to do a general transportation business, but more particularly to improve the facilities for handling the sugar output of this the most important cane-growing district in the islands; and incorporation papers have now been taken out for a company to undertake the construction of the road. The incorporators are all Filipinos, the first project of the kind in which this has been the case.

The name of the company is the "Ferrocarri! Agrícola Pulupangdan-Isabela"; that is, the Pulupangdan & Isabela Agricultural Railway Co. The line is to run between these two places, the former of which is on the seacoast and is a somewhat important point for shipping sugar to Iloilo, while the latter is the center of one of the richest sugar-producing districts of the Province of Occidental Negros. They are about 40 miles apart. The road is to pass through the towns of La Carlota, La Rama, Zaragoza, La Granja, Danao, and Castellana, all of which, and especially La Carlota and La Granja, are of importance for their sugar product; and authority has been secured to construct such feeder lines as may be necessary. The district thus tapped has an estimated population of 110,000, and it is computed that it should at present yield 70,000 tons of freight a year, and probably more as the sugar acreage is extended. The company is also authorized to operate boats for handling sugar shipments from any port in Negros to Iloilo, which, though not on the island of Negros, is a port of entry and the center of the Negros sugar trade.

The authorized capital of the new company is 500,000 pesos (\$250,000), divided into 2,500 shares of 200 pesos (\$100 each). Of this amount 20 per cent has already been subscribed by the incorporators, and 25,000 pesos (\$12,500), or 5 per cent, has been paid up. The head offices will be for the present in Iloilo.

SIAM.

[Vice Consul Carl C. Hansen, Bangkok, July 7.]

Siamese Railway Construction.

The budget estimates for Siam for the fiscal twelvemonth ending March 31, 1916, allocate \$2,952,600 gold for further work on the extension of the Southern Railway. As stated in a previous report (Commercial Relations of the United States, 1908, p. 643), this line was originally financed out of a loan of about \$20,000,000, arranged with the British Federated Malay States, and at that time the intention was to construct a line running from Petchaburi southward down the east coast of the Siamese portion of the Malay Peninsula, to connect with a British line on the eastern Patani-Kelantan boundary. Last year, however, the two Governments agreed to make a further connection on the Kedah border—a British Malay State on the west side of the peninsula—and for this purpose an additional

loan of about \$4,000,000 has been provided by the British Federated Malay States.

For branch lines on the Southern Railway \$37,000 is provided from treasury reserve funds, and for the Northern Railway extension \$1,350,500 is set aside from the same source for 1915-16.

Audience Hall—Irrigation Works.

The Siamese budget further provides \$314,500 for additional expenditure in constructing the new royal audience hall.

Last year an irrigation expert was loaned to Siam by the British India Government to make investigations for an irrigation scheme in Siam. This expert has now submitted plans involving an expenditure of nearly \$9,000,000 to be spread over six years, but while the whole matter is still under consideration \$555,000 has been set aside for collecting materials and plant and for organizing the irrigation staff.

SPAIN.

[Consul General Carl Bailey Hurst, Barcelona.]

Hydroelectric Development in Catalonia.

Among recent enterprises undertaken by foreign capital, all of which indicate faith in Spain's present and future prosperity, is the development of Catalonian water powers for the benefit of Barcelona and vicinity, the most extensive of these being that of a company, operating with large capital supplied by American, English, French, and Belgian interests. This company has acquired concessions along the Nogiera Pallaresa, Segro, and Ebro Rivers near their headwaters in the Pyrenees, where perpetual snow provides a permanent supply of water, whose flow it is only necessary to regulate in order to obtain a constant source of power. The rugged nature of the district affords suitable localities for the installation of hydroelectric plants and on several of these plants the company is at work. Under the direction of American and English engineers plants already completed at Pobla, Corbera, and Seros are generating a total of 62,500 horsepower. These engineers are completing an installation at Tarn, which, within a few months, will produce 50,000 horsepower. From Tarn the water, after having done its work on the turbines, will be returned to the river and farther on its course will be captured anew and forced to turn the wheels of the Barcelona plant, where 56,000 horsepower will be generated. In addition to all the above-mentioned installations now completed or under construction, there is a project for the development of 150,000 horsepower on the Ebro River at Fayon. One of the interesting features of the whole system is that the same waters are successively caught and, after having been forced to perform their useful labor at one point, are released and passed on to the plants lower down the stream where they are utilized again and again without waste.

Large Concrete Dam Under Construction.

At Tarn there is under course of construction and nearly completed the fourth largest concrete dam in the world. It will be 269 feet above the bedrock of the river and over 328 feet from the lowest point of its foundations. This dam will raise the level of the water 243 feet, and will form a reservoir with an area of 2,224

acres, containing 229,510,000 cubic yards of water. In order to obtain the cement for the dam it was found necessary to build a cement mill on the site, as this work is some 60 miles away from the nearest railway. The transportation of the heavy pieces of machinery for the cement mill, the electric generators, and the turbines—some parts weighed 30 tons—was an enormous task and necessitated the construction of mountain roads, over which long trains hauled by steam and gasoline tractors ply laboriously. The operating company had in its employ at one time over 14,000 men, for whom it was necessary to provide dwellings, commissary, and transportation. Practically all the tools and machinery had to be imported, and very large purchases were made in the United States.

Transmission of Energy—Irrigation.

The electric energy is generated by the turbines and dynamos at a pressure of 6,000 volts. It is then transformed to 110,000 volts and carried over steel towers and heavy copper cable for a distance of 130 miles to Barcelona and the surrounding district, where it is transformed to suitable voltages for safe distribution. In Barcelona the company also possesses a central generating station operating modern steam turbines and capable of producing 65,000 horsepower. This station is held as a reserve against the event of interruptions at the hydraulic plants or along the translines.

Another feature of the undertaking in which the Spanish Government is especially interested and because of which it has afforded the company many facilities, is its project for irrigating from its reservoirs large sections of a district from which emigration has taken a heavy percentage of its inhabitants by reason of the hardships which the cultivation of the soil has involved. Like many of the western American districts, this country becomes fertile the moment it is given a regular supply of water. Nature has not provided this required supply and has subjected the country to long periods of drought, followed by violent but brief rainfalls, the water from which soon drains off, leaving the soil parched and cracked as before. The new reservoirs will catch and hold both the sudden downpours and the freshets from the melted snows of the mountains, as well as the small normal flow of the rivers, and will distribute all this water evenly and regularly through its canals to the countryside. Many new industries are springing up as a result of the introduction, largely through American engineering skill, of the cheap power produced by the "white coal" of the Pyrenees.

BUREAU OF MINES PUBLICATIONS.

The United States Bureau of Mines, Washington, during August issued the following new publications, copies of which may be had free on application:

Bulletin 75. Rules and regulations for metal mines; 296 pages, 1 figure.

Technical Paper 83. The buying and selling of ores and metallurgical products; 43 pages.

Technical Paper 107. Production of explosives in the United States during the calendar year 1914, with notes on coal-mine accidents due to explosives; 16 pages.

Technical Paper 109. Composition of the natural gas used in 25 cities, with a discussion of the properties of natural gas; 22 pages.

Technical Paper 110. Monazite, thorium, and mesothorium; 32 pages.

Miners' Circular 18. Notes on miners' carbide lamps; 11 pages.

SOUTH WALES SUFFERS SHORTAGE OF LOAF SUGAR.

[Vice Consul William L. Jenkins, Swansea, Wales, Aug. 13.]

Difficulty is experienced by the Swansea wholesale and retail grocers in obtaining sufficiently large quantities of loaf sugar to satisfy the regular demand. Both wholesale and retail prices are nearly double what they were before the outbreak of war, the former varying from \$7.78 to \$7.90 per hundredweight of 112 pounds, and the latter from \$0.085 to \$0.09 per pound. Before the war loaf sugar was bought at \$4.01 wholesale, and retailed at from \$0.05 to \$0.06 per pound. These wholesale prices are c. i. f. Swansea.

A local dealer states that a Government prohibition results in limiting the importation of this kind of sugar to a price not exceeding \$7.54 a hundredweight for London, less $2\frac{1}{2}$ per cent discount. A good market now awaits the American exporters who can profitably meet these prices. Quotations should be sent in English currency c. i. f. Swansea, London, or Liverpool.

European Supply Cut Off by War.

The cause of the present shortage is the cutting off of the European supply by the war. For the calendar years 1913 and 1914 the imports into the United Kingdom in hundredweight of 112 pounds from Germany were, respectively, 722,227 and 444,151; from the Netherlands, 958,886 and 776,739; Belgium, 290,006 and 149,989; France, 54,043 and 27,588; Austria-Hungary, 593,917 and 483,127. In 1912 and 1913 there were no imports from the United States, but in 1914 they reached a total of 18,723 hundredweight, valued at \$119,165. The total imports for 1913 were 2,619,087 hundredweight, valued at \$9,335,387, and for 1914 were 1,916,187 hundredweight, valued at \$7,082,275.

There is a duty of 1s. 10d. (\$0.4455) per hundredweight for refined foreign sugar imported for home consumption in lumps and loaves, having a polarization exceeding 98°. There are no statistics available showing the quantities consumed in this consular district, but they may be taken as normal for a town of 122,000 and a district of about 1,580,000 inhabitants.

Possible Market for Domino Sugar.

Loaf sugar is usually bought in hundredweight cases (112 pounds) instead of in barrels. Credit terms are usually $2\frac{1}{2}$ per cent 14 days or 60 days net. Cube sugar is sold exclusively in this district, yet domino sugar could be successfully introduced under the present conditions.

[Lists of wholesale and retail grocers in the Swansea consular district may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65,225.]

MORE AFRICAN DATE PALMS FOR CALIFORNIA.

Date growers throughout the Coachella Valley of California have received their quota of the date-palm offshoots recently imported by the Date Growers' Association from the date gardens of northern Africa, under the direction of Bernard G. Johnson, who has spent the past year in Europe and the Orient negotiating for the offshoots and bringing them into the country. The distribution of the palms is under the direction of the Government.

UNITED STATES-HONGKONG TRADE FOR HALF YEAR.

[Consul General George E. Anderson, Hongkong, July 10.]

Trade between the United States and Hongkong during the first half of 1915 was not satisfactory, though it was much more so than that between Hongkong and any other country. The port's trade as a whole has been better than was anticipated, although, as a natural result of the war, it has been far below its normal volume.

Imports have been very unsatisfactory. Shipments of piece goods received have been far below normal, and there has been slow clearance of goods that were in stock at the beginning of the year. Perhaps, however, it can be said that the season on the whole has been up to expectations. The imports of kerosene have been in substantially the same volume as those of last year, which were considerably below normal. Imports of flour were curtailed as a result of high prices in the United States. In imports of metals high prices, and especially high freight rates, caused great restriction in the trade, but metals in considerable volume are now being imported from the United States. Machinery imports have been small and there is little likelihood of any improvement in the immediate future.

Orders Placed in United States.

During the past six months orders have been placed in the United States for machinery of various kinds, metals, glass and glassware, food products, household supplies, chemicals, various industrial chemical preparations, medicines, and many other lines of goods, which have seldom, if ever before, been obtained from the United States.

The record in exports is disappointing, the United States and Great Britain being the chief takers of all kinds of produce from South China. Exports of tin this year amounted to 17,670 slabs of 112 pounds each to Great Britain, as compared with only 1,800 slabs in the corresponding period last year, while exports of the metal to the Continent of Europe fell from 18,292 slabs last year to 12,600 slabs this year, much of the trade of last year being for the United States by way of Europe. Exports to the United States and Canada have amounted to 20,698 slabs, as compared with 14,515 slabs a year ago, the increase, however, being to Canada.

Changes in Exports of Silk.

Exports of waste silk to Great Britain amounted to 5,074 bales, as compared with 4,604 last year; to the Continent of Europe to 200 bales, as compared with 3,956 bales in 1914; and to the United States and Canada to 2,741 bales, as compared with 3,112 bales last year. Exports of raw silk to the United States and Canada amounted to 8,284 bales, as compared with 2,870 bales last year.

Exports of mats and matting to Great Britain in the first half of this year amounted to 28,955 rolls, as compared with 20,218 rolls last year, while shipments to the Continent of Europe amounted to only 10,776 rolls, as compared with 56,833 rolls last year. Shipments to the United States and Canada amounted to 43,578 rolls, as compared with 69,731 rolls last year.

Exports of various essential oils this year to Great Britain amounted to 2,291 cases, as compared with 314 cases last year. To the Conti-

ment of Europe shipments were 839 cases, as compared with 2,691 cases last year. Shipments to the United States and Canada amounted to 3,302 cases, as compared with 1,162 cases last year. Shipments of preserves, including ginger and similar goods, to Great Britain this year have amounted to 8,287 cases, as compared with 8,171 cases last year. To the Continent of Europe shipments were 403 cases, as compared with 2,552 cases last year, and to the United States and Canada 1,518, as compared with 3,132 cases last year.

Shipments of General Chinese Merchandise.

Shipments of general Chinese merchandise to Great Britain this year amounted to 706 boxes, as compared with 1,358 last year. Shipments to the Continent amounted to 54 cases, as compared with 2,445 cases last year, and to the United States and Canada to 117,901 cases, as compared with 162,702 cases last year. All the figures are those of the Hongkong General Chamber of Commerce and are obtained from commercial sources only.

Exports to the United States, as shown by the declared export returns, amounted to a total value of \$3,019,248, as compared with a value of \$2,630,258 for the first half year of last year. The increase, however, is altogether in exports of rice, which increased from a value of \$714,401 last year to a value of \$1,393,342 for the first half of this year. There was also a material increase in shipments of aniseed oil. In nearly all other important items there were decreases, notably in Chinese wearing apparel, Chinese provisions, earthenware, and Chinese goods generally, and in peanuts and peanut oil, cassia and cassia oil, sea-grass furniture, and similar goods, and in tin, where the value of shipments fell from \$630,522 to \$503,161.

Declared Exports to United States.

Exports to the United States, according to invoices certified at the American consulate, were:

Articles.	January-June, 1914.	January-June, 1915.	Articles.	January-June, 1914.	January-June, 1915.
Antiquities.....	\$4, 928	\$5, 005	Paper, and manufactures of..	\$16, 190	\$25, 926
Bristles.....	1, 461	24, 235	Rice.....	714, 401	1, 393, 342
Chemicals.....	45, 084	24, 579	Seeds.....	3, 368	3, 403
Cotton and manufactures of..	11, 799	4, 548	Silk.....	11, 372	27, 453
Earthenware and chinaware..	27, 664	30, 571	Spices: Cassia.....	69, 554	46, 507
Explosives—fireworks.....	8, 905	11, 988	Spirits and wines.....	56, 513	46, 213
Fruits and nuts.....	201, 957	86, 976	Sugar.....	11, 525	15, 378
Hair and manufactures of....	15, 283	21, 123	Tea.....	54, 190	59, 750
Metals.....	83, 326	32, 748	Tin.....	630, 522	503, 161
Moss and seagrass; seagrass furniture.....	50, 262	34, 007	Tobacco.....	26, 040	17, 021
Oils: Vegetable, expressed.....			Wood and manufactures of...	88, 408	136, 243
peanut.....	54, 420	40, 183	All other articles.....	375, 513	311, 584
Aniseed oil.....	41, 805	101, 142			
Cassia oil.....	25, 968	16, 164		2, 630, 258	3, 019, 248

UTILIZATION OF CHERRY SEED.

A cannery factory at Sodus, N. Y., has been experimenting with cherry pits this season. The pits are first dried and then crushed in preparation for a process which extracts the flavor of the kernels. The extract obtained is used to give flavor to the canned fruit, the report says.

TECHNICAL PROGRESS IN RUSSIAN INDUSTRIES.

[Consul General John H. Snodgrass, Moscow, May 21.]

Last year the Journal of Finance, Industry, and Trade sent out an inquiry to Russian manufacturers with regard to the progress achieved in Russian industry from 1908 to 1913 in methods of manufacture, new organizations of labor, the utilization of power, the substitution of hand labor by mechanical appliances or substitution of one type of motor by another, the speed of machines, and the utilization of by-products. A number of questions referred to the results obtained by the introduction of technical improvements, the extent and cost of production in general, and per workman and horsepower in particular, the methods of payment of labor, etc. The most interesting answers, however, were received to other questions, such as (1) What reasons hinder the introduction of such improvements as have been introduced in other countries or districts? (2) What general reasons hinder the increase of production and how can they be removed? (3) What are the reasons for the scarcity of skilled laborers and efficient foremen? The principal reasons for the slow growth of Russian industry given in the numerous replies were intemperance and the low standard of education.

Improvements in Woolen Industry.

Replies were received from many cloth manufacturers of woolen yarn, carpet manufacturers, and producers of woolen plush and other goods. The following were the most important improvements from 1908 to 1913:

(1) Measures were introduced for the improved utilization of fuel, such as reconstruction of chimneys, substitution of firewood by coal, or of coal by oil, alteration of steam boilers, with the adaptation of air furnaces and economizers, substitution of steam engines by Diesel motors, and adaptation of electromotors.

(2) The speed of machines was increased; hand looms were replaced by mechanical looms, while in some factories the former mechanical looms were changed for looms of higher speed, with more than 90 strokes per minute. During the period under review some factories effected a complete change in their equipment, introducing up-to-date machinery, and appliances.

(3) New methods of working were introduced: the hand-dyeing process of wool and yarn was changed for the mechanical process; the dyeing, previously done in boilers, is now done in Obermeir apparatus. Improved appliances are being used for drying wool, in which the yarn is protected from the direct influence of the hot air. New carbonizing machinery was introduced. Compressors were erected to supply water to steam boilers and dyeing apparatus.

(4) Certain improvements were made in the goods manufactured: Woolen cheviot yarn was given a luster; cotton yarn is being mercerized for the foundation of carpets and furniture coverings.

(5) Some concerns extended their production to different lines. Carpet manufacturing firms introduced the manufacture of cotton and woolen furniture coverings, cloth manufacturers started the manufacture of cotton wool, etc.

(6) The total production increased, as well as the amount per workman and horsepower.

Labor Conditions in Wool Industry.

The total number of workmen at the factories which replied to the inquiry remained very nearly the same; the substitution of men by women and minors did not occur to any considerable extent. The organization of labor varied a great deal; in some concerns the working day lasted 10 to 11½ hours with one shift of workmen, while in others there were two shifts at 9 or 10 hours. Since 1908 some factories have reduced the work from 11 to 10 hours per working day. In one factory each workman works in two shifts of 4½ hours. The majority of factories, however, prefer working 10 hours with one shift of workmen, particularly in the coloring department, as this system allows a better utilization of daylight. There have been cases where the system of two shifts was abandoned for one shift.

Payment is made by piecework in the spinning, weaving, cleaning, and drying departments, while the system of daily wages is adopted in the other departments. Some concerns introduced a system of premiums in addition to daily wages. Complaints have been received concerning the impossibility of introducing payment by piecework on account of unsatisfactory work.

Increase in Production and Prices.

The increase of production ranged from 30 to 100 per cent, the increase of production per workman from 25 to 50 per cent. The gross prices during the quinquennial period rose by about 10 per cent or more for expensive goods and by 3 to 5 per cent on inferior goods. The rise in prices was caused by the increase in price of raw material, coal in the Polish district having risen by 10 to 15 per cent. The price of wool rose, and a still greater increase is noted in the price of yarn, which during this quinquennial period increased by 20 to 30 per cent. A carpet manufacturer gives the following figures for the prices of various kinds of yarn in 1908 and 1913: Woolen yarn, \$0.427 per pound in 1908 and \$0.435 per pound in 1913; flax yarn, \$0.099 and \$0.150; and jute yarn, \$0.085 and \$0.151 in the two years.

Tariff—Need of Training Schools—Proposed Improvements.

The rise in the price of yarn to a great extent depends on the unsatisfactory rates of the customs tariff. The Russian manufacturers do not find any advantage in manufacturing yarn above the No. 30 grade in view of the fact that the rate of duty is the same on all grades up to No. 57. The development of the carpet industry is also impeded by the customs tariff, inasmuch as printed woolen foundations for carpets pay a comparatively lower duty than undyed wool. Many manufacturers, therefore, import such foundations and manufacture cheap carpets, with which the superior grade of carpet can not compete. It is stated that in general the duty on yarn is too high in comparison with that on manufactured goods. All the correspondents make the statement that if the customs rates were established with greater equity the wool industry in Russia might be expected to increase its production by 30 to 50 per cent.

All the communications received contained complaints of the lack of skilled specialists. Good foremen have to be engaged from abroad. The manufacturers agree as to the necessity of establishing professional schools, particularly weaving and spinning schools.

The following measures are proposed to promote the development of the woollen industry in Russia: (1) A revision of the customs rates, involving the differentiation of the rates on yarn according to grades; (2) the regulation of the registration of commercial firms and of transfers of property to prevent false bankruptcies, etc.; (3) the establishment of technical schools and lectures; (4) the promotion of sheep farming in districts possessing suitable territories, such as the Provinces of Omsk, Semipalatinsk, and Ak-molinsk; (5) general measures for increasing the purchasing power of the peasants; (6) measures against intemperance.

Improvements in Cotton Factories—Increased Production.

The principal improvements introduced in the cotton factories from 1908 to 1913 were the following: The establishment of moistening appliances, improvement of the ventilation of factory buildings, and establishment of superheaters. A number of factories have introduced complete modern equipments; some have introduced turbines. A large number of minor technical improvements is noted in the machinery and technical appliances.

The growth of production during the quinquennial period was considerable. One cotton-spinning concern increased its production of yarn from 1,369 tons to 2,889 tons; another concern, from 1,112 tons to 1,704 tons. The cotton-weaving factories raised their output from 6,637 tons and 70,000 pieces to 9,743 tons and 140,000 pieces. One large cotton-printing factory increased its production from 1,946,377 to 2,716,197 pieces. The total annual production of cotton material increased by 50 per cent.

Productivity per Workman and per Spindle.

The increase in the average production per workman was considerably smaller. The output of yarn increased from 1.2068 tons to 1.5516 tons per workman, and from 1.0476 to 1.3464 tons per horsepower. The production of calico grew from 364.6 to 473.6 pieces, or from 2,432.7 to 3,265.2 English pounds per workman; that of printed cotton goods from 786.6 to 835.3 pieces per workman. On the basis of the above figures it appears that the average production per workman or horsepower did not increase by more than 25 per cent.

It is worthy of consideration that, according to the information given by one manufacturing concern, the average number of working days in the year, which in 1908 amounted to 258, reached 295½ in 1913, while the number of working hours per workman during the year had increased from 4,397 to 5,175. If these figures applied to all manufacturing concerns they would to a certain extent account for the difference between the growth of the total production and that of the increase of production per workman or horsepower; the remaining difference must be referred to the improvements introduced in the equipment and the methods of working. Information has been received that the productivity per spindle has increased by 10 per cent.

Increase in Prices of Raw Materials—Labor Conditions.

A considerable increase was noted in the price of raw material, which reached 20 per cent, while the rise in wholesale prices was inconsiderable. The wholesale price of yarn rose from \$0.298 to \$0.30.

per pound. The price of one bundle of yarn No. 8 rose from \$2.51 to \$2.83. It is reported that the wholesale prices of calico even suffered a decrease, while the price of printed cotton goods increased by not more than 2 to 4 per cent.

In the spinning and weaving factories it is usual to have two shifts of workmen of 9 hours each; in the coloring department they work in one shift of 9 to 10 hours. In the cotton-printing concerns there is usually one shift of workmen employed 59 hours per week. In most of the concerns workmen are employed by the day and are paid every two weeks, and some of the male laborers have been replaced by women and minors, but to no considerable proportion.

All cotton manufacturers complain of the scarcity of skilled labor. There are no trained foremen, because Russia possesses no adequate professional schools. Manufacturers are obliged to employ persons with an average education and to train them at the factories.

The labor situation is still worse. It has been stated that in Russia there exists no industrial class; there are only agriculturists who temporarily work in the industrial concerns and then return to till their land. This lack of connection between the workmen and the factories hinders technical progress. Russian manufacturers find great difficulty in introducing such improvements as motors with 20 per cent economy of fuel and looms with adjustable speed of spindles, on account of the considerable expense involved, the low educational standard of the working staff, and the frequent changes, which make it almost impossible to secure a thoroughly trained staff for any length of time.

Purchasing Power Unstable—Need of Extending Cotton Area.

Another reason for the slow development of the Russian textile industry is the instability of the purchasing power of the population, which depends on the crop. The manufacturers dispose of 90 per cent of their production on the domestic markets.

Another important circumstance is the scarcity and high price of raw material. Russian cotton is constantly rising in price, independent of the world's market. The quantity of cotton produced in Russia is far insufficient. It is necessary to extend the cotton plantations in Central Asia and to develop the cultivation of ramie and hemp. The latter, it is contended, can be achieved by private enterprise and money. As to the prospects of the cotton industry in Russia, it is stated that there "probably will be progress in accordance with the growth of the population if the crops are satisfactory." According to the opinion of one of the correspondents, the development of the Russian textile industry progresses in periods. The last two or three years were critical periods, but improvement began in 1914.

Paper Industry—Progress of Typical Concerns.

There was a satisfactory technical advance in the paper-manufacturing industry, particularly in the equipment with modern machinery. It is reported that wood pulp, formerly imported, is now being manufactured at the paper mills. One of the large concerns in Poland stated that it made no profit on its wood pulp, but secured the advantage of not having to rub down the dry imported wood pulp.

The following detailed data were received from two typical concerns: The first company erected a new gas motor of 200 horsepower

and introduced filters for sewage, ventilators, sprinklers, the manufacture of cellulose from straw by a method not previously used in Russia, and some general technical improvements. Payment by piecework was also begun, with the result that the cost price of paper decreased while the quality improved. The following figures were given, comparing the results of 1913 with those of 1908: Average production per workman, 2.7 tons in 1908 and 4.5 tons in 1913; per horsepower, 3 tons in 1908 and 4.5 tons in 1913; value of total annual production, \$467,710 in 1908 and \$626,109 in 1913; number of ships per day, 3 in 1908 and 2 in 1913. The economy attained in the consumption of fuel reached \$6,400. The price of the manufactured paper decreased on an average by 10 per cent, though the raw material increased in price by 50 per cent.

The second concern erected a more powerful steam engine and improved the gear of the paper machinery, increasing the output by 1,100 to 1,800 pounds per day. The following are the comparative data for 1908 and 1913: Speed of the paper machinery in meters (1 meter=3.28 feet) per second, 50 meters in 1908 and 70 meters in 1913; average production per day per workman, 9.18 tons in 1908 and 10.9 tons in 1913; per horsepower, 9.9 tons in 1908 and 12 tons in 1913; total annual production, 1,698.3 tons in 1908 and 2,018 tons in 1913; value of total annual production, \$157,585 in 1908 and \$142,007 in 1913; consumption of fuel (firewood), valued at \$18.22 per cord in 1908 and \$26.78 in 1913, 6,780 cords in 1908 and 7,265 cords in 1913.

Conditions Noted in Other Factories—No Rapid Development Expected.

Other concerns showed a tendency toward reorganization and improvement necessitated by the enormous increase in the cost of raw material. Firewood increased in price by 40 to 50 per cent during the five years. Most of the concerns that sent replies pointed out the scarcity of wood (aspen and fir), stating that the supplies are rapidly decreasing and that it is necessary to cultivate timber. The first thing to be done, according to their opinion, is to establish an export duty on the raw material used for manufacturing paper—fir, aspen, and rags. The manufacturers are struggling against the high cost of raw material by spending considerable sums on equipment, but such a proceeding has its limit. It has been found impossible to use paper machinery of large sizes and quick speed because there is a limited demand for paper of one kind, a great variety being required. Besides, such machinery required the vicinity of large areas of timber and skilled laborers. The manufacturers believe that in view of such unfavorable conditions, it will be hardly possible to expect a considerable development of the paper industry in the near future.

Unfavorable Conditions in Paper Industry—Paper Goods Factories.

The demand for paper is constantly growing, but its manufacture in Russia is not increasing because of the competition of Finland. The following circumstances also are believed to hinder the development of the industry: Insufficient ways of communication and scarcity of water power; the fact that machinery, as well as cloth and metal sieves used in the manufacture of paper, is imported, while the raw material is exported.

The manufacturers also complain of the scarcity of able workmen. In most districts where paper mills are situated the laborers show a very low standard of education and are intemperate. One firm writes that only about 15 per cent of their workmen are not addicted to excessive drinking.

Similar replies were received from concerns manufacturing paper goods, such as cardboard, note paper, envelopes, paper spools, and cigarette cases. A firm engaged in manufacturing bristol board and photograph mounts states that its production in 1913 as compared with that of 1908 increased by 23 per cent per workman and by 25 per cent per horsepower, considerable saving having been effected in fuel consumption and other expenses in consequence of the increase in production.

All the manufacturers pointed out the necessity of establishing professional schools.

Printing Industry.

The numerous replies received from printers furnished evidence of considerable progress in this industry. Many concerns introduced the latest equipment—rapid printing, composing, and folding machinery, appliances for stamping, varnishing, bronzing, etc. Printing is effected from a sheet of zinc, instead of stone; rotating instead of flat lithographic machinery was introduced; zinc is being polished by special machinery, using china balls for this purpose. With the new patented method four lithographic machines produce more than eight of the former type. The average output per workman increased by 15 to 50 per cent.

A representative of one of the best-organized printing concerns made the following statement: "We can compete with foreign countries in everything except paper, which is expensive and of inferior quality in Russia. The protectionism of the Customs Department has caused a certain inertia on the part of the paper manufacturers. The duty should be abolished, at least on the superior grades of paper." In the lithographic business the expenditures for paper amount to 30 to 40 per cent of the total returns.

Conditions Hindering Development—Needs of Industry.

The most important factor hindering the development of this industry is stated by the manufacturers to be unfavorable conditions of labor. As there are no trained workmen, the printers engage boys and train them themselves. In a great number of cases these boys do not stay to the end of their four years' training, but leave before this term to be engaged as foremen by competitors. The following measures are considered necessary for promoting this industry: Establishing schools of graphic art, raising the standard of education, granting credit against security on machinery, and regulating the competition of Government printing offices, which have no taxes to pay.

Paper rose in price by 5 to 10 per cent; the cost of labor increased by 50 per cent, the working day having been reduced by one hour; the cost of other material than paper increased by 10 to 30 per cent, while the value of orders decreased by 50 and in some cases even 100 per cent. Under these conditions technical progress is a necessity, but it requires money, which is not always easy to obtain.

Flax Industry.

From the replies of several concerns in the Provinces of Vladimir and Kostroma it appears that the progress achieved in the flax industry is very unequal. One flax-manufacturing concern states the impossibility of introducing good foreign machinery because of the high duty. Another firm has introduced few improvements in technical equipment (economizers, superheaters, Lancashire boilers replaced by Babcock and Wilcox boilers, etc.). In only one case is considerable technical progress noted—the introduction of weaving looms of the latest system, Diesel motor of 650 horsepower, utilization of the condensed water, etc. In all instances a growth of production and the attainment of considerable economy in regard to fuel and working power are shown.

The wholesale prices of manufactured goods did not change to any considerable extent, although the price of raw material rose by 25 per cent. According to some of the replies received, this rise in price must be considered temporary.

In all the flax manufactories work proceeds in two shifts of nine hours each. In most cases payment is made by piecework.

In spite of the obstacles to development, which are about the same as those mentioned in connection with other industries, it is believed that there are many chances for increasing production, especially as Russia takes the first place among the flax-fiber producing countries in the world.

Lumber Industry—Technical Improvements in Sawmills.

The information received on the lumber industry refers partly to sawmills proper and partly to concerns engaged in the production of match straw (thin wooden sticks for matches), parquet flooring, wooden spools for the weaving industry, and wooden nails for boots and boot-trees.

The answers from sawmills proper contain little information in regard to technical progress, though all the replies came from fairly well organized concerns. One firm (in Archangel) is running a mill recently constructed according to modern requirements; another (in the Province of Vologda) owns a comparatively well equipped modern mill, where "no technical improvements are required." A third concern in the Province of Samara writes that the sawing with thin saws as practiced abroad is not adapted here, because "the chief object in Russia is to secure rapid work." Only one concern in the Province of Orel engaged in producing beams and shavings, mentions some technical improvements introduced since 1908. The use of exhaust steam for drying shavings, the adaptation of superheaters, double saws with chain gear, increase of speed in the passage of beams, paying a premium to workmen for work done above the average, manufacturing wooden boxes out of material formerly used as fuel.

Details of Progress of One Firm.

The Orel firm gives the following data concerning the results obtained: Total production per annum, \$41,200 in 1908 and \$66,950 in 1913; production per workman per day on the sawmill machinery, 1,400 inches in 1908 and 1,575 inches in 1913; production per workman per day on the shavings machines, 3,611 pounds in 1908 and

3,972 pounds in 1913; production per horsepower per day on the saw-mill machinery, 226 inches in 1908 and 263 inches in 1913; production per horsepower per day on the shavings machines, 30 pounds in 1908 and 32 pounds in 1913; total fuel per annum, 1,474 cords in 1908 and 1,286 cords in 1913; gross prices of shavings, \$0.69 per 100 pounds in 1908 and \$0.72 in 1913.

Even if part of the increase in the total value of production be accounted for by the rise in price of the manufactured product there remains more than 50 per cent for the increase in the quantity of production, of which 10 to 12 per cent was due to technical improvements.

Development of Concerns Making Articles of Wood.

Considerable progress has been achieved by wood-manufacturing firms, particularly in equipment. The manufacture of parquet flooring has been facilitated by the invention of a horizontal saw adapted to planing knives, forming a four-sided planing machine by means of which the average production per workman is increased by 100 per cent. In the manufacture of wooden spools and spindles it is shown that by the introduction of automatic machinery, electric power, improved drying appliances, and the adaptation of ball bearings by which the speed of turning lathes is increased to 6,000 to 7,000 revolutions per minute, this industry has reached a high degree of development in Russia.

One of the largest firms states that its total production increased from \$131,572 in 1908 to \$157,794 in 1913, the average production per workman having increased by 20 per cent. The value of production of another firm during the above period increased from \$159,650 to \$215,270, the average production per workman having risen from \$463 to \$567 and the average production per horsepower from \$1,064 to \$1,494.

Wooden Boot Nails and Boot-Trees.

Equal progress is noted in the manufacture of wooden boot nails and boot-trees. Improved methods were introduced in drying the wood, sharpening the saws and knives, and polishing the boot-trees. Band saws are now being used, and methods were adopted to utilize imperfectly dried material. The equipment was improved by introducing mechanical hoists and Grinnel's sprinklers. The results are shown in the following figures: Average production per workman, 2.79 tons of nails and 574 pairs of boot-trees in 1908 and 2.99 tons of nails and 609 pairs of boot-trees in 1913; total production per annum, 684 tons of nails and 132,000 pairs of boot-trees in 1908 and 1,080 tons of nails and 210,000 pairs of boot-trees in 1913; wholesale prices at the works, \$2.13 to \$2.85 per 100 pounds of nails and \$0.16 per pair of boot-trees in 1908 and \$2.44 to \$3.57 per 100 pounds of nails and \$0.16 to \$0.19 per pair of boot-trees in 1913.

It was found impossible to introduce improved machinery for manufacturing boot-trees, because there are no skilled laborers to handle it. The machinery for manufacturing nails—almost exclusively American—is difficult to purchase, and the manufacturing firms have to construct their own machinery. Where the machinery could be secured, the hands were not able to work on it. The absence of skilled labor is explained by the fact that this specialty is new in

Russia. There are two ways out of the difficulty: To engage foreign foremen, or to send Russians abroad to be trained.

Unfavorable Conditions in Match-Straw Industry.

Unsatisfactory conditions were noted about the manufacture of the so-called "match straw." The manufacturers state that with the existing conditions of export "it is quite impossible to work." In 1908 the price of one cord of aspen wood (in the Province of Livonia) was \$4; in 1913 it had risen to \$10.40. The cost of labor also increased; in 1908 the annual earnings of an average workman amounted to \$145; in 1913, to \$160; while the productivity did not increase. In 1908 the output was 16,240 cases of match straw; in 1913, 13,784 cases. The cost of production of one case in 1908 was \$2.48, while in 1913 it had risen to \$4.18. Under such conditions the manufacturers are not in a position to invest money in improved equipment. Moreover, the adaptation of thin band saws is impossible in Russia on account of their high price. As a result of the imperfect machinery used there is a loss of 25 per cent of waste, which, instead of being used for the manufactured product, is utilized for sawdust, etc. This view was expressed by a firm of considerable standing, with 66 workmen, 60-horsepower motor, and annual production of \$60,225.

Scarcity and High Price of Timber.

Among the conditions that hindered the development of the industry it is found that the first place belongs to the great increase in the price of raw material in consequence of the irrational consumption of timber. This began some 8 or 10 years ago, in connection with the exportation of timber for making cellulose. As fairly young trees are cut for this purpose and sold for a minimum price, the industry involves considerable danger to the forests of Russia. During the last 10 years the price of growing timber in the district of Briansk has increased by 150 to 200 per cent; in Livonia the increase was approximately the same, while it was only inconsiderably less in the north of Russia.

Wych elm, maple, and beech also increased in price by 50 per cent from 1908 to 1913. The red beech of the Caucasus furnished excellent material for spindles and spools, but it can not be used because of the high rate of transportation. Consequently the magnificent beech woods of the Caucasus are being exterminated for the production of potash and charcoal (for which purpose only the smaller branches are used), while the enormous trunks are left to rot without being even cut down. In other parts of Russia beeches and elms are cut down to the last tree on account of the high prices paid for them.

Needs of Industry—Wage Payments.

The measures considered necessary for improving the match-straw industry are the following: Amendment of the forest laws, abolition of premium paid for exports, introduction of an export duty on some kinds of timber,* lowering the railway rates for transportation of Caucasian timber, and revision of the customs regulations. It is stated that this industry requires common laborers and

* An export duty of 1 kopeck per pood or cubic foot on timber exported through the western frontier was provided for by the law of Feb. 28 (Mar. 13), 1915.

workmen with superior training able to manage improved machinery. The latter are exceedingly scarce and have to be trained by the manufacturers. It is considered necessary to introduce measures for training laborers for this industry.

A new method of payment has been introduced by some firms. The workmen are engaged at a certain wage per day, but the payment is effected according to piecework, which means an average increase of 25 per cent to each workman.

Manufactures of Cork.

The Russian cork industry has reached a high stage of development. From 1908 to 1913 the cork manufacturers introduced improvements to increase production, such as the use of electric power, increase in the speed of machinery, and distribution of piecework to "artels" of workmen. A special machine is now being used for shortening the cylinder-shaped corks, which was formerly done by hand. At present this department produces 40,000 corks per day instead of 10,000, as previously.

The total increase in production, as well as the increase per workman and horsepower, was 80 to 100 per cent. The principal article of manufacture is cork stoppers for bottles, particularly brandy bottles. In view of the fact that a further development of this industry is unlikely, the cork manufacturers state the necessity of developing the demand for other cork manufactures, such as linoleum. The use of linoleum is making considerable progress in Russia, where, in such districts as the Caucasus and the district of the Don Cossacks, it is used even by the village population. It is thought desirable to reduce the price of the raw material by lowering the import duty on cork.

FISH SHORTAGE IN BRITISH ISLES.

[London Times, Aug. 18.]

Fish is now so scarce and dear that the Government is considering the experiment of importing chilled or frozen supplies from Newfoundland and Canadian waters.

The review of retail food prices in the United Kingdom for the 12 months ended July 31, just issued by the board of trade, shows that the greatest advance has been in the case of fish. It amounts on the average to 75 per cent.

The branch of the fish trade most closely associated with the consumer which has been hit the hardest is fish frying, or the small dealers who sell fried fish and chip potatoes in poor neighborhoods. In the industrial centers of the North so enormous is the number of workers who make fried fish one of the principal articles of their daily food that dealing in "fish and chips" has become a vast industry. The business is now beset with serious difficulties. It is primarily for the purpose of relieving it that the fisheries division of the Board of Agriculture and Fisheries are consulting with a view to the import of fish in a chilled or frozen state from North America.

[As shown in COMMERCE REPORTS for August 26, 1915, only half the normal quantity of fish was landed in England and Wales during the first seven months of this year. More complete statistics will be found in the 36-page monograph, "European Markets for Fish," miscellaneous series 25, for sale at 5 cents by the Superintendent of Documents, Washington, D. C.]

FOREIGN TARIFFS.

GERMANY.

Commercial Treaties with Enemy Countries.

The following is a summary of an article which appeared in the German publication, Export, the official organ of the Central Association for Commercial Geography and the Promotion of German Interests in Foreign Countries, of July 27, 1915:

The commercial treaties between Germany and the enemy countries were suspended by the war. Upon the conclusion of peace there is to be undertaken the gigantic task of rearranging the commercial and tariff relations of Germany with Great Britain, France, Russia, Japan, Serbia, etc. The scope of the commercial relations of Germany with the countries with which she is now at war will give an indication of the importance of the economic interests at stake. For the years 1912 and 1913 the trade between Germany and the enemy countries and the total trade were as follows (in million marks; mark, \$0.238):

	Imports into Germany.		Exported from Germany.	
	1912	1913	1912	1913
	Million marks.	Million marks.	Million marks.	Million marks.
Total	10,692	10,770	8,957	10,097
Great Britain and colonies	2,000	2,091	1,506	1,845
France and colonies	626	665	704	807
Russia and Finland	1,566	1,470	763	978
Italy and colonies	305	318	401	395
Serbia and Montenegro	20	11	19	20
Japan	43	47	112	124
Belgium and Belgian Kongo	397	360	495	554

The trade of Germany with the above countries amounts practically to one-half of the foreign trade of the country. The extent and variety of the commercial interests involved preclude the possibility of combining with the peace negotiations the adjustment of the commercial relations of Germany. It will probably be considered necessary to postpone all negotiations affecting tariffs and commercial policies until a later date and conclude a provisional agreement restoring the treaty relations in force prior to the outbreak of the war.

The commercial treaties concluded by Germany with Russia, Italy, Serbia, Japan, and Montenegro were to expire at the end of 1917. In the case of Great Britain the commercial relations with Germany were subject to separate agreements, while in the case of France the most-favored-nation provision of the Frankfort treaty was in effect.

In restoring, upon the conclusion of peace, the commercial relations existing prior to the war, Germany will gain time to make adequate preparations for a readjustment of her commercial policy, a task that will require a great amount of time, in order to give proper consideration to the numerous problems to be considered. It will be necessary to determine whether the most-favored-nation system is to be retained or whether it should give place to the principle of reciprocity. The experience with France would not warrant the inclusion of a most-favored-nation clause in the future treaties of peace. In the case of France particularly it may be well for Germany to avoid all most-favored-nation concessions.

Another important problem in connection with the future commercial policy of Germany will be found in the question of commercial relations with the colonies, which it will also be necessary to postpone for some time after the conclusion of peace. It should also be pointed out that the commercial relations of Germany with foreign countries will depend in some very important respects on the economic relations between Germany and Austria-Hungary. In case there should be a closer commercial and customs union between Ger-

many and Austria-Hungary, there would be special concessions to be excluded from the future commercial treaties with foreign countries; or the two countries may act as a unit in the conclusion of commercial treaties.

UNION OF SOUTH AFRICA.

[Vice Consul John W. Dye, Cape Town, July 23, 1915.]

Export Duty on Ostrich Feathers.

The Cape Argus of July 21, 1915, reports that at a meeting of ostrich farmers and ostrich-feather buyers held at Robertson, Cape Province, South Africa, on July 17, 1915, the following resolution was unanimously passed:

That the Government be petitioned to levy a tax of not exceeding 1s. per pound weight on all ostrich feathers exported from the Union of South Africa, and therewith establish a fund from which £10,000 per annum will be paid over to the Trades Commissioner, London, or any one those concerned in the ostrich-feather industry may appoint, to advertise and otherwise further the interests of the said industry in Europe and other countries.

URUGUAY.

[American Minister R. E. Jeffery, Montevideo, July 13, 1915.]

Increased Duty on Hats.

The bill providing for increased rates of import duty on hats (see Foreign Tariff Notes No. 15, p. 39) was passed by the Senate on July 10 and is the first of the protectionist measures of the last administration to become a law. Measures providing for increased import duty on leather footwear and corsets are under consideration.

The following table shows the new rates on hats, which represent considerable increases over the rates previously in force. In addition to the specific duties shown in the table, there are also surtaxes amounting to 9 per cent of the official valuation, which is not shown in the law.

	[Peso, \$1.034.]	Pesos each.
Stiff hats of felt, the fur of the otter, beaver, rabbit, hare, etc.:		
Finished	-----	1.00
Unfinished and hat bodies	-----	.80
Soft hats of felt, the fur of the otter, beaver, rabbit, hare, etc.:		
Finished	-----	.75
Unfinished and hat bodies	-----	.55
Stiff hats, commonly designated as derbies, of pure wool or of a wool mixture:		
Finished	-----	.60
Unfinished and hat bodies	-----	.40
Soft hats of woolen or mixed felt:		
Finished	-----	.30
Unfinished and hat bodies	-----	.20
Hats of plaited straw, of fine grades, such as "Palmier," "Rotin," "Manilla," Italian straw, and "Rustic":		
Finished	-----	.70
Untrimmed and hat bodies	-----	.40
Straw hats, plaited or sewn, coarse "Rustic," "Canton," and similar straws:		
Finished	-----	.40
Untrimmed and hat bodies	-----	.30
Common farm hats of straw, cane, or shaving	-----	.05

NOTE.—Children's hats, i. e., hats up to No. 3, or measuring 53 centimeters (centimeter, 0.3937 inch), are admitted at a reduction of 30 per cent of the rates specified above.

GLASS, GLASSWARE, CHINA, AND MATCHES IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 24.]

There is a splendid opening in New Zealand for glass, glassware, china, and matches. It would apparently pay American manufacturers to enter the market seriously, since now is an exceptionally opportune time to get a foothold. Practically none of these wares are manufactured in New Zealand. Imports of these goods amount to a handsome sum, though they are only a few items out of many that might be pushed with profit.

Imports of plate glass in 1913 were valued at \$212,640, of which \$109,180 came from the United Kingdom and possessions, \$99,714 from Belgium, and only \$14 from the United States. Window-glass imports amounted to \$269,059, of which Belgium supplied \$144,097, the United Kingdom and possessions \$11,910, and the United States none. The value of glassware imports was \$241,496, \$105,665 coming from the United Kingdom and possessions, \$92,989 from Germany, \$28,021 from Belgium, and \$8,811 from the United States.

Glass and glassware pays duty as follows: Glassware, globes and chimneys for lamps—for United Kingdom and possessions, 20 per cent ad valorem; additional tariff for all other countries, 10 per cent ad valorem. Plate glass, beveled or silvered, mirrors and looking-glasses, framed or unframed—for United Kingdom and possessions, 25 per cent ad valorem; additional tariff for all other countries, 12½ per cent ad valorem. Glass, crown, sheet, and common window—free. Glass, plate, polished, colored, and other kinds not otherwise enumerated—free. Glass plates (engraved) for lithographic work—free.

Imports of chinaware in 1913 amounted to \$262,642, of which the United Kingdom and possessions furnished \$191,981, Germany \$58,666, Japan \$5,825, and the United States \$866. Chinaware pays duty as follows: China, porcelain, and parian ware—for United Kingdom and possessions, 20 per cent ad valorem; additional tariff for all other countries, 10 per cent ad valorem.

The quantity of matches imported in 1913 was as follows, the figures being in gross boxes: Wax, 100,654, of which the United Kingdom and possessions supplied 82,276 and Belgium 18,378; wooden, 108,299, of which 86,397 came from the United Kingdom and possessions and 19,885 from Sweden.

Matches pay duty as follows: Wooden, in boxes containing not more than 60 matches—for United Kingdom and possessions, \$0.24 per gross of boxes; additional tariff for all other countries, \$0.12; in boxes containing over 60 and not more than 100 matches—for United Kingdom and possessions, \$0.48 per gross of boxes; additional tariff for all other countries, \$0.24; in boxes containing more than 100 matches, for every 100 matches or fraction thereof contained in one box—for United Kingdom and possessions, \$0.48 per gross of boxes; additional tariff for all other countries, \$0.24. Wax "plaid vestas," in cardboard boxes containing under 100 matches—for United Kingdom and possessions, \$0.24 per gross of boxes; additional tariff for all other countries, \$0.12; "pocket vestas," in tins or other boxes, containing under 100 matches—for United Kingdom and possessions, \$0.32 per gross of boxes; additional tariff for all other countries, \$0.16; wax, other kinds, for every 100 matches or

fraction thereof contained in one box—for United Kingdom and possessions, \$0.54 per gross of boxes; additional tariff for all other countries, \$0.27. Matches of any material other than wood or wax, a duty corresponding to the duty payable on wooden matches. (Boxes made of gold, silver, metal, wood, or composition, of permanent value when empty, shall, in addition to the duty payable on any matches contained therein, be charged as jewelry or fancy goods.)

[Lists of dealers in the articles mentioned in this report may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 64956.]

INDUSTRIAL CONDITIONS IN HOLLAND.

[Consul Frank W. Mahin. Amsterdam, Netherlands, Aug. 13.]

High Price of Meat Animals.

The price of the best beeves in the cattle markets of this district now averages about 20 American cents a pound; that of fat swine, in the hog markets, about 18 cents.

Shortage of Cotton, Cotton Waste, and Yarn.

The textile factories in the eastern part of this district are having great difficulty in maintaining operations on account of the shortage of yarn. One of the largest factories, employing 2,000 hands, can run only about three days a week at present. The Netherlands Foreign Office has been petitioned to assist these factories in getting materials for them from England, cotton and cotton waste being specifically mentioned as well as yarn.

American "Export" Chamber of Commerce.

The "American Chamber of Commerce for the Netherlands and Colonies" has changed its name to the "American Export Chamber of Commerce at Amsterdam." The explanation of this change is that it is to make perfectly clear the fact that the aim of the chamber is to promote the interests of American exporters to European countries. The number of members of the chamber is now 135, of whom 22 are in the United States, 4 in other countries, and the rest in the Netherlands. The present directorate of the chamber is showing commendable zeal in efforts to connect importers in this country with exporters in the United States.

Output of Dutch Rubber Companies.

In connection with the published statements about the scarcity of and great demand for rubber it is interesting to read the reports of Dutch rubber companies. They show a large increase of product this year in comparison with 1914 and other recent years. The last published report to date (that of the Java Caoutchouc Co.) shows a product for the first seven months of this year considerably greater than that of the corresponding period last year and nearly equal to the total product of 1913.

On August 20 Garcia & Maggini Co., of San Francisco, shipped five cars of Gravenstein apples from Sebastopol, Sonoma County, to Argentina.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Chart paper, No. 2609.—Sealed proposals will be received at the office of the Superintendent, Coast and Geodetic Survey, 205 New Jersey Avenue SE., Washington, D. C., until September 9, 1915, for furnishing 199 reams of chart paper. Specifications may be obtained on application to the above office.

Construction work, No. 2610.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, until October 8, 1915, for the construction (except the mechanical equipment) and approaches of an eight-story and basement stone and brick faced building; fireproof construction; composition and tile roof; also retaining wall for United States appraisers' stores building at Boston, Mass. Separate proposals for foundation and the superstructure will receive consideration. Drawings and specifications may be obtained on application to the collector of customs, Boston, Mass., or at the Washington office.

Mechanical equipment, No. 2611.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, until October 8, 1915, for the mechanical equipment (except elevators, lighting fixtures, pneumatic-tube system, and sprinkler system) of the United States appraisers' stores at Boston, Mass., in accordance with drawings and specifications, copies of which may be obtained from the custodian of the site at Boston, Mass., or at the Washington office.

Bronze and wood desks, No. 2612.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until September 15, 1915, for bronze and wood desks for buildings under the control of the Treasury Department, in accordance with drawings and specifications, copies of which may be had on application to the above office.

Electric elevator plant, No. 2613.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until October 8, 1915, for the installation complete of an electric elevator plant in the United States appraisers' stores at Boston, Mass., in accordance with the drawings and specification, copies of which may be had at the Washington office.

Acetylene generators, No. 2614.—Sealed proposals will be received at the office of the lighthouse inspector, New Orleans, La., until September 10, 1915, for furnishing five acetylene generators. Blank proposals and particulars may be obtained by addressing the above office.

Laundry supplies, No. 2615.—Sealed proposals will be received at the medical supply depot, Fort Mason, San Francisco, Cal., until September 7, 1915, for furnishing and delivering at warehouse "D," foot of Laguna Street, Fort Mason, San Francisco, Cal., laundry supplies, such as blueing, canvas mangle apron, chlorax bleach, mangle blankets, one press machine, soap, caustic soda, washing soda, starch, and chamolis cloth.

Paper, No. 2616.—Sealed proposals will be received at the medical supply depot, United States Army, Fort Mason, San Francisco, Cal., until September 8, 1915, for furnishing and delivering at warehouse "D," foot of Laguna Street, Fort Mason, San Francisco, Cal., certain specified quantities and qualities of paper.

Navy Department supplies, No. 2617.—Sealed proposals will be received at the the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until September 28, 1915, for furnishing the following materials. Firms interested therein should make application to the Bureau of Supplies and Accounts, giving the schedule numbers desired. Schedule 8737, dry red lead; schedule 8742, built-in metal furniture; schedule 8763, sheet brass, sheet copper, flexible copper metallic hose, brass and copper pipe, and rough brass gate valves; and schedule 8764, rubber fire hose and rubber garden hose.

Building materials, No. 2618.—Sealed proposals will be received at the United States Engineer Office, Customhouse, New Orleans, La., until September 22, 1915, for furnishing and delivering cement, sand, and gravel for work at Southwest Pass, Mississippi River. Further information may be obtained upon application at the office named above.

Telephones, No. 2619.—Sealed proposals will be received at the office of the Chief Signal Officer, War Department, Washington, D. C., until September 20, 1915, for furnishing 500 camp-type telephones for the Signal Corps. Additional information may be secured by addressing the above-named office.

Household supplies, No. 2620.—Sealed proposals will be received at the Medical Supply Depot, United States Army, Fort Mason, San Francisco, Cal., until September 10, 1915, for furnishing and delivering to Warehouse D, Fort Mason, household supplies, such as boilers, egg whips, mop wringers, soup bowls, vegetable dishes, etc. Additional information may be obtained upon application at the above-named office.

GAS FROM PEAT.

[Consul Frank W. Mahin, Amsterdam, Netherlands, Aug. 10.]

According to a Friesland newspaper, the municipal gas works at Akkrum, in that Province, is extracting gas from peat mixed with coal. It is stated that if peat alone were used, the retorts would become too hot, because of the steam created by the moisture always found in peat. Accordingly the retorts are filled with two parts in weight of coal to one part of peat.

The peat—as well as the coal—produces about 30 cubic meters of gas per 100 kilos (220.46 pounds). The gas produced from this mixture is declared to be of excellent quality.

The peat is entirely consumed in the process, and therefore yields no by-products, as coal does in tar and coke. But the use of peat is a great saving of coal, which is important in Holland now, with all coal, and particularly gas coal, scarce unless imported from a great distance at heavy cost. Peat, particularly in Friesland, is plentiful, and is dug in the vicinity of the gas works.

AUSTRALIAN ZINC CONCENTRATES FOR AMERICA.

[Consul Lucien N. Sullivan, Newcastle, Australia, July 23.]

The first vessel from Newcastle bound for an Atlantic port via the Panama Canal was the *Talawa*, designated as *C 12*, which cleared yesterday. This vessel, formerly called the *Wotan*, was owned by the Deutsch-Amerika Petrol Gesellschaft and operated as a tank steamer. After the breaking out of the war it was interned in Australian ports and later taken over by the Commonwealth Government. Its tonnage is 3,834 gross and 2,408 net. It was loaded at Port Pirie, which is the seaport for Adelaide, South Australia, with a full cargo of zinc concentrates from the Broken Hill Proprietary Co.'s mines. The vessel was three days in this port taking on bunker coal and it is dispatched for Galveston, Tex., via the Panama Canal. The zinc concentrates are consigned to order.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

- Thermometers*, No. 18196.—A firm in Denmark informs an American consular officer that it is desirous of purchasing American-made thermometers, both for use in the sick room and for measuring temperature. The instruments should be graded with the Danish method of computing temperature—namely, the celsius. Reference is given.
- Railway coaches and cars*, No. 18197.—Sealed proposals will be received by the Chief of the Department of Materials and Stores (El Jefe del Departamento de Materiales y Almacenes, Ferrocarriles del Estado, Santiago, Chile) until November 2, 1915, for the construction in Chile or abroad of 24 first-class passenger coaches and 70 automatic dumping ballast cars, for the use of the Central Division of the State Railways of Chile. Specifications, plans, blue prints, etc., may be examined at the Bureau or its branch offices. (Refer to file No. 64868.) The Bureau has no further information relative to this opportunity.
- Trouser clasps*, No. 18198.—An American consular officer in England reports that a firm in his district is inquiring for metal clasps for fastening the waistbands of trousers. The firm states that it is prepared to take the buying agency for England. A sample of the clasp may be examined at the bureau or its branch offices. (Refer to file No. 64857.)
- Dry goods, notions, etc.*, No. 18199.—A business man in Denmark has informed an American consular officer that he wishes to represent American manufacturers and exporters of cotton and woolen yarns, underwear, notions, and dry goods. He deals with the wholesale trade in his country. Reference is given. Correspondence may be in English.
- Sausage casings*, No. 18200.—A business man in Chile has advised an American consular officer that he is seeking a market in the United States for sausage casings, principally sheep casings.
- Aniline oil*, No. 18201.—A commission merchant in Portugal writes an American consular officer that he is in the market for about 5,000 kilos of aniline oil per month. The oil should be packed in drums or barrels. Cash will be paid against documents. The man states that he would like to receive telegraphic offers f. o. b. New York, through the American consulate. Correspondence may be in English. Bank reference is given.
- Groceries*, No. 18202.—A business man in Argentina informs an American consular officer that he has established himself as a commission merchant, and desires to get into touch with American firms which are ready to export groceries on a commission basis. Bank references are given.
- Machinery*, No. 18203.—An American consular officer in China writes that certain Chinese are contemplating the establishment of a cotton mill in his district and desire information relative to American cotton-mill machinery. Correspondence may be in English.
- General representation*, No. 18204.—A firm in Chile informs an American consular officer that it wishes to represent American manufacturers and exporters of all lines of merchandise. It does not specify any particular line. It wishes to sell from samples, and on a commission basis only. Correspondence may be in English, but is preferred in Spanish. Reference is given.
- Textile and elastic goods*, No. 18205.—An American consular officer in Scotland reports that a firm in his district desires to correspond with American manufacturers and exporters of textile and elastic goods similar to the samples which may be examined at the Bureau or its branch offices. (Refer to file No. 64746.) The material is to be used in making braces, etc.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 923 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

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EXPORTS FROM LONDON TO UNITED STATES.

[Cablegram from the American Consulate General, London.]

The total value of the exports invoiced at the American consulate general at London for the United States during August was \$10,-704,442, including gold coin amounting to \$1,219,241; the exports for July were valued at \$11,018,895. Exports of rubber during August were valued at \$2,612,092; July, \$3,951,423; wool, August, \$470,520; July, \$470,470; tin, August, \$836,043; July, \$680,827.

CONSULAR TRADE CONFERENCES.

Consul General James L. Rodgers, of Habana, Cuba, was granted leave of absence for 50 days in the United States, dating from August 16. His permanent address while on leave will be the Hotel Wolcott, 4 West Thirty-first Street, New York City. Any communication to him at that address will be forwarded promptly, if he is not there at the time.

FORMOSAN ENGINEER IN UNITED STATES.

[Consul Edwin L. Neville, Tathoku, Taiwan, July 31.]

Mr. T. Takahashi, chief engineer of the Government General of Taiwan, will visit the United States to attend the International Engineering Congress at San Francisco in September and later to inspect engineering works, especially those of a public character. He states that he would be glad to meet manufacturers of structural materials.

It may be added that American structural steel and concrete reinforcing steel are well and favorably known here, as well as other building materials.

Regulations have been prescribed by the Secretary of War governing the establishment of fish-net stakes in Chesapeake Bay and tributaries. Detailed information concerning the regulations may be obtained from the United States Engineer offices at Washington, Baltimore, and Norfolk. The regulations prescribe that fish traps shall be lighted with a fixed white light on the outer end, and a fixed red light on the inner end where navigation is possible inside of them.

NEW APPARATUS DETERMINES FINENESS OF CEMENT.

Three years experiments intended to produce a means of determining the exact fineness of cement have resulted, at the Bureau of Standards, in the developing of an apparatus which is effective for this purpose.

In the manufacture of Portland cement clay or shale and limestone are ground together and "burned" in rotary kilns. The cement comes from the kilns in the form of hard, black, semivitreous lumps, or "clinker." When pulverized this clinker becomes a grayish powder, which is the familiar article of commerce employed for a great variety of purposes in practically every type of building construction.

It has long been known that the fineness to which the cement is ground is one of its most important characteristics, and consequently specifications require that 75 per cent or more of commercial cement shall pass through a No. 200 sieve, which has 40,000 openings per square inch. This is the practical limit of mechanical sieves in respect to fineness.

It is very important to have some means of measuring directly the entire state of subdivision of cement; in other words, to discover just what percentage of the material is made up of particles of certain definite sizes. If such a division can be made, it should be possible not only to compare the efficiency of different grinders, but also to determine what degree of fineness must be attained before the cement becomes "hydraulically active"—that is, capable of combining with water to form the binding material in mortar and concrete.

The apparatus devised by the Bureau of Standards consists of a vertical brass pipe, about 3 inches in diameter and 5 feet long, at the lower end of which is attached a glass bulb in which the cement to be tested is placed. Air at constant pressure is blown into the cement through a glass tube or nozzle in the side of the bulb, and as the air can escape only through the vertical stack it carries with it the cement dust, which is caught in a flannel hood surmounting the stack. The air flow in the stack is very uniform, and in a short time all the dust will be removed from the cement, leaving a granular residue in the glass bulb. This residue is weighed and the amount of dust is determined by subtracting the weight of the residue from that of the original sample of cement. Different grades are obtained by using different-sized nozzles, and thus a number of separations can be made in the very fine portion of the cement. With the aid of the microscope the size of the largest particles in any given separation can be readily determined, and in this manner the apparatus is standardized without reference to the size of the nozzles and other parts of the apparatus or the air pressure used.

It is found that the cement "flour"—that is, the portion of cement which contains no perceptible grit when rubbed between the fingers—consists of particles less than 0.0007 inch in diameter. The apparatus is called the air analyzer, and may be used for separating and grading any hard-grained materials, such as ground quartz, emery, and other abrasives. The air analyzer in modified form is also capable

of separating many other powders, for example, paint pigments, plasters, clays, and similar materials.

Copies of Technologic Paper No. 48, the publication upon this subject, may be obtained, without charge, upon application to the Bureau of Standards, Washington, D. C.

GREAT INCREASE IN AMERICAN EXPORTS OF RICE.

The trade records of the United States for the year ended June 30, 1915, give an important place to the exports of rice, which have increased in a remarkable proportion over those of the preceding year. The highest record for the past six years had been held previously by the year ended June 30, 1912, the rice exports up to that time having shown a healthy growth. There had been decreases on two successive years since then, from 26,797,535 pounds in 1912 to 24,801,280 pounds in 1913 and 18,223,264 pounds in 1914, but the 1915 period jumped to the high total of 75,448,635, a development out of all proportion to the normal course of trade.

This extension of one branch of American commerce has been aided by the Bureau of Foreign and Domestic Commerce, through the publication of numerous "Trade Opportunities" in *COMMERCE REPORTS*, its daily publication, that have furnished American exporters with information regarding specific instances of demand for this product. These requests for American rice, or suggestions of opportunities for its sale, have come from various foreign countries, including Italy, Spain, Greece, Argentina, and sections of the West Indies. More recently there has been a request from Chile for samples and quotations.

These published "Trade Opportunities" have provided the American exporters with needed instructions as to methods of shipment required, terms that are advantageous, and nature of correspondence that would produce results, especially in relation to the language to be employed. The Consular Service has aided materially in producing favorable conditions, and the figures for the year afford an example of the way in which it is possible for American producers to meet a greatly increased demand. In addition to "Trade Opportunities," *COMMERCE REPORTS* has also published several articles dealing extensively with rice markets in South America.

The annual amounts of exports of rice, with their values, for the six years beginning with 1910 were: Year ending June 30, 1910—7,049,597 pounds, valued at \$222,244; 1911—15,575,271 pounds, \$623,572; 1912—26,797,535 pounds, \$851,402; 1913—24,801,280 pounds, \$765,447; 1914—18,223,264 pounds, \$721,046; 1915—75,448,635 pounds, \$3,158,335.

CATTLE FOR EXPORT IN COSTA RICA.

[Consul Chester Donaldson, Port Limon, Aug. 9.]

For several years Costa Rica has been steadily importing cattle and even now the stock on hand is insufficient to supply the consumption of beef and milk products, but during the last six months about 1,500 head have been exported to the Canal Zone to help feed the American forces stationed there. The average weight of these 1,500 head is about 1,000 pounds on the hoof.

PROSPECTS OF THE GREEK CURRANT CROP.

[Consul A. B. Cooke, Patras, July 22.]

The prospect of the Greek currant crop, with the harvest now scarcely three weeks off, is good. Despite rumors of injury to the fruit from bad weather and disease, substantial reports from all the currant-growing Provinces indicate that up to the present the crops in the several Provinces are satisfactory, both as to quantity and quality.

The total crop of 1914, including a small per cent of old crop and retention warrants carried over from the former year, is now estimated to have been about 158,000 tons. Of this crop there now remains available for market less than 8,000 tons, including fruit and warrants together. It is believed, therefore, that the market will have been completely cleared by the opening of the season 1915-16 on August 23, 1915. Conservative estimates indicate at this date (July 22) that the coming crop will be slightly larger than that of 1915. It is probable that the new crop will somewhat exceed a total of 160,000 tons of dried fruit.

Movement of Fruit.

Movement of the crop of 1914-15 to foreign markets is shown as follows:

Destination.	Season 1914-15 to June 30.	Season 1913-14 to June 30.	Season 1913-14 to end.	Destination.	Season 1914-15 to June 30.	Season 1913-14 to June 30.	Season 1913-14 to end.
	<i>Gross tons.</i>	<i>Gross tons.</i>	<i>Gross tons.</i>		<i>Gross tons.</i>	<i>Gross tons.</i>	<i>Gross tons.</i>
United Kingdom ..	81,984	73,319	76,473	Holland	11,059	20,933	22,598
United States	13,491	14,965	17,243	Germany		9,082	9,212
Canada (direct)	1,559	2,180	2,180	Austria		4,012	4,509
Australia	641	822	826	Sundries	8,565	378	432
France	419	1,299	1,380	Total	117,718	123,599	136,586
Belgium		1,607	1,736				

To get net tonnage, deduct about 10 per cent from above.

Since June 30, 1915, and up to date there have been exported to the various foreign markets an additional gross tonnage of 3,045 tons. The total of fruit removed permanently from the market under the retention law amounts up to date to some 46,000 tons for the season 1914-15.

Current prices.

Following are the prices which prevail on the Patras market to-day for the several grades of fruit, being an average of the quotations of three of the largest shippers; the quotations are "net Patras," and do not include charges and expenses of packing, loading, and freight:

	Shillings.		Shillings.
Provincials	17/9	Patras	21/0
Amalias	18/6	Patras, fine	21/4
Amalias, fine	18/8	Patras, choice	22/0
Amalias, choice	19/0	Patras, choicest	23/0
Amalias, choicest	20/0		

All grades of Gulf and Vostizza fruit are reported to be practically exhausted; no quotations made.

Uncertainty of Future Quotations.

Merchants state that so many elements of uncertainty enter into the question of future prices that it is hardly possible to make quotations in advance. In addition to the usual uncertainty as to what will be the actual amount and quality of the crop when it has finally been harvested, merchants must consider the further unknown quantities: Will the Greek Government assess retention at 35 per cent, as usual, or at 50 per cent, as last year? What will be the cost of ocean freight? What will be the cost of packing? Ocean freight to New York is now 35 s. and 10 per cent per ton on currants, with prospect of going still higher. The cost of cases and barrels has risen 50 per cent over that of last year. Bags are not at present available in any quantities, owing to exportation from the United Kingdom being cut off.

Under the peculiar conditions of uncertainty prevailing in the currant market, American buyers might do well to guard against placing advance orders with other than responsible export firms.

HONGKONG WIRELESS TELEGRAPH SERVICE.

[Consul General George E. Anderson, Hongkong, China, July 12.]

After about six years of agitation and negotiation, including lively debates in the Hongkong Legislative Council and official communications between various governmental authorities concerned, the port of Hongkong finally has a wireless telegraph service with ships and coast stations within a radius of 500 to 700 miles in daytime and 1,300 miles and over at night in this part of the world. The wireless plant, which has been under construction for the past six months, under the supervision of an expert sent out from England, has been completed and placed in regular service by the government. The service is in charge of the post-office department of the colonial government, and the Hongkong post office handles the local business. Messages are now received in the Hongkong post office. A charge of \$3 local currency, or about \$1.32 gold at present exchange, is a minimum for sending a message, this charge covering a 10-word radiogram. For each additional word a charge of \$0.30 local currency, or 13.2 cents gold, is made, the address and signature being counted in the message in each case. These charges do not include the ship or receiving-station charges.

The wireless service thus inaugurated is from a well-equipped station erected in a most substantial manner, described heretofore in these reports. The service above outlined is independent of the military and naval wireless station erected on Stonecutters Island in Hongkong Harbor, which has been erected under the supervision of the same expert.

Correction.

The article on "Oregon Pine for Japanese Shipbuilding" in COMMERCE REPORTS for September 2, 1915, should have carried the credit "Consul E. Carleton Baker, Nagasaki, July 20."

HARVESTING NOTES FROM MANITOBA.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Canada, Aug. 27.]

Frost Does Little Damage.

Crop reports made public to-day by representatives of the several railroad companies here show that about 70 per cent of the wheat crop is already cut and fully protected. The slight frost of the 25th and 26th has apparently done very little damage. Thrashing is well under way and the indications are that the wheat yield will average about 27 bushels to the acre.

No Scarcity of Labor.

There has been a stream of harvesters arriving daily in this city from the East for the past two weeks. As many as 10,000 were handled in one day at the railway stations in Winnipeg by representatives of the Manitoba, Saskatchewan, and Alberta governments, assisted by local railway officials, who determined the locations where harvesters were required. [See COMMERCE REPORTS for Aug. 24, 1915.] No doubt exists in railway and government circles but that there will be plenty of hands to safely harvest the enormous crop, no less than 35,000 men having passed through this city to the wheat fields of the Prairie Provinces since harvesting began.

Demand for Harvesting Machinery.

Practically every important American manufacturer of farm implements is represented in this city, and it appears some of them have had difficulty in supplying farmers with reapers and binders. This season's yield has been so unprecedented that there has been a rush for harvesting machinery, and many of the farmers have been provided with the ready cash to pay for their purchases, or safely guarantee payments upon the same, although heretofore such machines have generally been sold on the basis of three annual instalments. One local agent, representing probably the largest dealer in farm machinery, says he has disposed of everything in the line of harvesting machinery, both new and second hand, that he had in stock.

Abundant Supply of Binder Twine.

It is customary for farmers to order their supply of binder twine early in the season, and the local dealers, not wishing to carry over any of their stock, usually base their purchases upon existing contracts. However, one dealer ordered 1,500,000 pounds additional, fully confident that there would be a rush for twine when harvesting began. This proved true, for the farmers' supply ran short, and it was necessary for dealers to bring in their extra supplies by express, adding greatly to the cost of the twine. Up to the present the supply has been equal to the demand. One western merchant acknowledged to having sold six car lots a week ago. [See also COMMERCE REPORTS for Aug. 31, 1915.]

Sweden's imports of raw cotton during the first quarter of 1915 amounted to 123,443,400 pounds, against a total of 16,860,000 pounds in January-March, 1914, and 17,449,600 pounds in the corresponding months of 1913.

CONSULAR REGULATIONS OF LATIN AMERICA.

American exporters who have attempted to ship their goods to Latin American markets without the assistance of a commission house or customs broker fully appreciate the difficulties involved in preparing the shipping documents. The customs regulations of Latin American countries are very detailed as to the information to be included in such documents, and a fine is provided for every possible deviation from the prescribed rules. The Bureau of Foreign and Domestic Commerce has been informed of numerous instances where fines were imposed for such slight irregularities as the failure to state the nationality of the vessel in the invoice, the use of ditto marks, or failure to use the exact idiom in designating the goods included in the shipment. It is not surprising, then, that some American exporters, who have had the unpleasant experience of refunding fines to their consignees, occasionally become discouraged and conclude that it is practically impossible to do business in Latin America without the intervention of a commission house.

On the other hand, the commission houses and some of the more experienced customs brokers assert that they have had very little trouble in making shipments to Latin American countries, and while conceding that the customs regulations are somewhat complicated, claim that fines and delays can be avoided if proper care is taken to comply with such regulations. However that may be, there is no doubt that even an experienced shipper is likely to become confused sometimes and mark his box with a brush when the regulations of the country of destination insist on the use of a stencil; or, in his anxiety to protect his interests, he may attempt to make a "to order" shipment to a country that either does not recognize or prohibits such shipments.

From the numerous complaints that have reached this Bureau it was concluded that American exporters needed a sort of guidebook to help them in preparing shipping documents for Latin American countries, and a publication entitled "Consular Regulations of Foreign Countries (Canada and Latin America)," Tariff Series, No. 24, has just been issued by the Bureau and may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., for 10 cents a copy. The 66-page pamphlet contains a complete description of the shipping documents required in all Latin American countries and Canada, gives facsimiles of consular invoices used in such countries, and points out such peculiar features as may be overlooked by the average exporter. The material has been compiled with great care, the chapter for each country having been submitted for revision to the consular representative of the respective country in the United States. Some American banking institutions and commission houses have also been consulted, and it is believed that by using this publication the average exporter will be able to prepare his shipping documents in correct form and save his customer in Latin America from fines and delays in the delivery of his shipment.

Only 64,977 carats of diamonds were exported from British South Africa during the first four months of 1915, whereas in January-April, 1914, there were 1,524,649 carats exported, and 1,802,126 carats in the like period of 1913.

THE SINGAPORE RATTAN MARKET.

[Commercial Agent Franklin H. Smith; with supplementary material by John R. Arnold.]

Three American houses are directly represented by buyers in the Singapore rattan market, while practically all of the larger export houses in the Straits Settlements also do more or less buying for their own account and on the behalf of consumers of other nations. The American houses represented are those of Heywood Bros. & Wakefield, of Wakefield, Mass., with branches in other cities of the United States; American Rattan & Reed Manufacturing Co., of Brooklyn, N. Y.; and the Ypsilanti Reed Furniture Co., of Ypsilanti, Mich. Before the war between the allied nations and Germany the Germans were heavy buyers of rattans in the Singapore market and were, in fact, the chief competitors of the American buyers.

Singapore Is World's Chief Market—Sources of Production.

Singapore is unquestionably the principal market in the world for rattans. Between 2,000 and 3,000 tons of the material reach the market each month. Only a trifling percentage of the total imports is manufactured in Singapore; substantially all of the rattan is shipped to other countries.

In order that the sources of rattan production may be better understood a table showing the imports of rattan into the Straits Settlements for the calendar year 1913 is given below. No figures for 1914 are as yet available; further, the figures for 1913 better illustrate the market situation than would statistics for 1914, when conditions were disarranged by the war in Europe. (Tons=2,240 pounds; values are in United States gold.)

Imported from—	Tons.	Value.	Imported from—	Tons.	Value.
TO SINGAPORE.			TO SINGAPORE—continued.		
Borneo:			Natunas and Anambas Islands.....	7.3	\$494
British North Borneo.....	278.3	\$31,581	Riow and Lingga Archipelago.....	289.1	12,124
Sarawak.....	2,438.1	122,678	Sumatra, east coast.....	12,205.7	674,882
Hongkong.....	37.7	5,596	Sumatra, west coast.....	345.2	17,471
Malay Peninsula:			Other Dutch Islands.....	1.9	98
Johore.....	573.4	27,071	Philippine Islands and Sulu Archipelago.....	.5	25
Kelantan.....	7.5	442	Slam (proper).....	11.3	642
Tringganu.....	216.2	7,516	East coast of Slam Peninsula.....	68	4,314
Negri Sembilan.....	4.1	320			
Pahang.....	1,289.3	49,690	Total to Singapore.....	32,398.7	2,483,794
Perak.....	35.7	2,716	Total to Penang.....	1,798.4	140,502
Selangor.....	1.8	68	Total to Malacca.....	150.9	9,175
German New Guinea.....	.2	17	Total to Labuan.....	119.9	2,963
Netherlands Indies:			Grand total.....	34,467.9	2,636,434
Acheen.....	3.6	511			
Borneo.....	13,531	1,459,001			
Celebes.....	961.8	53,197			
Java.....	18.9	1,571			
Moluccas.....	72.1	4,066			

A reference to the table shows that the Singapore imports in 1913 amounted to 32,398.7 tons. Of this total 13,531 tons, or 41.76 per cent, came from Dutch East Borneo; 12,205 tons, or 37.67 per cent, from the east coast of Sumatra; 2,438 tons, or 7.52 per cent, from Sarawak (British North Borneo); and 1,289 tons, or 3.97 per cent, from Pahang, in the Malay Peninsula. From the four places mentioned came 90.92 per cent of all the rattans entering Singapore. It will also be noted by reference to the table that Penang, Malacca, and

Labuan, all three of which form part of the Straits Settlements, also took quantities of rattan. The rattan imported into Labuan came principally from Borneo, that into Malacca from the east coast of Sumatra, while that going into Penang included 576.5 tons from Acheen, 764.5 tons from the east coast of Sumatra, and 308.1 tons from the west coast of Sumatra.

The average value of all rattan imports into Singapore in 1913 was \$76.63 per ton. A considerable variation, however, exists in the average value of the imports from the specific countries, and this varying value indicates in itself the good or poor qualities of the rattan shipped. For instance, the imports from Sarawak represent an average value of \$53.19 per ton and those from the east coast of Sumatra \$55.26 per ton. On the other hand, the low average of \$38.54 is shown for stock from Pahang and the high average of \$107.83 for rattan from Dutch East Borneo. These are not merely speculative values, but are based upon the real value of the stock itself.

Methods of Gathering and Marketing.

Rattan is not cut or gathered on any large scale by organizations or individuals in Dutch East Borneo, and this is equally true of the other countries. As a matter of fact the actual collection is done in a manner that, at first thought, would appear exceedingly crude. The system, however, has been long established and is possibly the best that can be followed in countries that are almost wholly undeveloped. Rattan is cut in small quantities by the natives and is either sold to some Indian in the neighborhood who plays the part of a money lender or brought to some tiny settlement and exchanged at a Chinese outpost store for other goods. Often the native coming in to trade will bring 50 pounds of rattan, some copra, or other products of the forest or soil. The Chinese in charge of the outpost store will ship the material to the next post, probably a larger one and generally located on a river, since transportation by water is easier than through the jungle. The collection of rattan will be passed on from one Chinese store to another, with the quantity being added to at each post, until by the time the mouth of the river is reached a ton or more will have been collected. In the course of two or three weeks or a month, before the arrival of a small steamer, a few tons will be ready for shipment to Singapore. The Chinese outposts referred to are generally backed, if not actually operated, by large Chinese houses in Singapore, and these houses also own the steamers that carry the cargoes.

Rattan usually reaches the market in bundles weighing from 50 to 100 pounds or more. The pieces generally are from 10 to 20 feet long, and they are invariably bent in the middle and the ends tied together to facilitate handling and stowing. At Singapore the bundles are unloaded from the ship into lighters of 10 or 15 tons capacity and poled up the river opposite the godowns. The buyers are on hand; they inspect the stock as well as they can while on the lighters and make an offer for the material. It is here that the expertness of the buyer is displayed. He must quickly determine the variety of stock and its quality—estimate the quantity of each grade the collection will turn out and its approximate value—without being able to see all of the stock or even examine more than a small proportion on the lighter. The larger buyers usually have first choice of all offerings,

since they buy in big lots and take both the good and poor quality, while the smaller buyers want only the higher grades for which there is a ready sale and leave the Chinese to dispose of elsewhere the lower grades or those difficult to sell.

Sorting and Cleaning—Removing the Skin—Bleaching and Drying.

After it is purchased the rattan, still in bundles, is taken to the godown or warehouse, where it is sorted over partly for quality and partly for size. From the bundles as they are opened are culled the short pieces, the worm-eaten or broken material, and such as will not justify the cost of subsequent cleaning. A considerable amount of material is thus rejected, for which there is no use, since it is merely rubbish.

After the preliminary sorting in the godown, the rattan is again roughly bundled and carted outside of the city a few miles to be cleaned. The larger concerns operate their own cleaning plants; a number of plants do work for other buyers and exporters on a contract basis. The bundles are dumped into a small, sluggish stream and left to soak for a few hours. As the rattan softens each piece is laid out straight in the water. The next step is the actual cleaning, which is done by Chinese seated on boards in the stream. They take a piece of cloth in their left hand, saturate it with water, and dab it into a box containing ordinary sand. With their right hand they grasp a piece of rattan by one end and pull the piece through the cloth and sand held in the other hand. The wet, coarse sand effectively takes off the dirt. Several machines for cleaning rattan have been designed and tried, but not one of them proved as satisfactory nor could do the work as cheaply as by hand.

While still wet and pliable the rattan is taken from the washing stream to a shed, laid flat on the ground, and covered with a mixture of straw and earth, so that it will not dry out quickly, as it would do if exposed to the high temperature of the air. Chinese, working individually, take the pieces of rattan, one by one, and with a dexterous rotary motion pull the piece backward and forward, until its entire length has been gone over, around the half-rounded edges of a piece of ordinary wood attached firmly to a post set in the ground. As the rattan, half bent around the piece of wood, is pulled to and fro the thin, glossy surface covering flies off like so much chaff, leaving the real fiber of the rattan exposed. This skin is removed, because otherwise it would crack and peel off when the rattan dried; moreover, the skin will not hold paint or varnish. One Chinese will handle approximately a picul (133½ pounds) of rattan a day.

The rattan cleaned during the day is placed at night in racks in a small building, without ventilation, where pans of sulphur are burned. The gas serves to bleach the rattan. The following morning the rattan is taken from the bleach house and spread loosely upon racks in the hot sun. It remains thus exposed for about three days. For another two or three days it lies under cover, undergoing still further drying by the natural air currents.

When removed to the city godown again, the rattan is turned over to the graders, who by long training know at a glance what variety each piece is (approximately 75 varieties exist), and who place the pieces into one of four grades. The grades are subsequently sorted over for sizes; each piece is gauged with a steel gauge at the smaller

end and falls into 1 of 10 standard sizes. The rattans are then bundled—about 100 pounds to the bundle—according to grade and size and the bundles piled up to await shipment.

No peeling is done in Singapore except for local purposes, and this is done with knives by the Chinese. The peeling in the United States is accomplished with improved machinery.

Exports from Singapore—Principal Purchasing Countries.

In the appended table the rattan exports from Singapore are shown in detail for 1913. The total quantity shipped was 28,493.2 tons, with a total value of \$2,594,074, or an average value of \$91.04 per ton. In addition 739.7 tons were shipped from Penang (404.2 tons of which went to Hongkong) and 75.6 tons from Malacca. While Labuan imported a small quantity of rattan, no exports of the material are credited to that settlement. (Tons=2,240 pounds; values are in United States gold.)

Exported to—	Tons.	Value.	Exported to—	Tons.	Value.
FROM SINGAPORE.			FROM SINGAPORE—contd.		
United Kingdom.....	1,806.4	\$121,337	Russia	266.3	\$14,477
Aden	27.2	7,221	Spain	7.7	506
Bombay and Malabar coast ..	1,068.9	64,534	Arabia	11.8	2,422
Calcutta	1,137.7	56,005	China	1,221.7	101,137
Burma	10.5	1,491	Egypt	247.3	14,193
Madras and Coromandel coast ..	28.5	1,994	French India	2.6	149
Ceylon	57.5	6,161	French Indo-China	208.6	11,976
Hongkong	5,618.8	355,538	Japan	14.6	2,578
Johore	3	57	Acheen (Netherlands Indies) ..	1.2	221
Negri Sembilan	4.6	284	Bali and Lombok (Nether-		
Perak	4.7	451	lands Indies) .....	.5	60
Selangor	88.5	7,683	Java	20.7	4,902
Australia	815.1	50,412	Moluccas	2.2	145
New Zealand	55.8	3,464	Sumatra, east coast	13.1	1,020
Mauritius	13.7	721	Sumatra, west coast	3.5	833
Union of South Africa	28.7	1,946	Siam	60.2	7,577
Austria-Hungary	24	1,169	United States (Atlantic coast) ..	4,176.4	581,950
Belgium	149.7	9,760	Total from Singapore	28,493.2	2,594,074
France	2,147.4	191,954	Total from Penang	739.2	89,199
Germany	8,715.3	942,320	Total from Malacca	75.6	3,684
Italy	282.5	14,438	Grand total	29,308.0	2,686,957
Netherlands	149.1	11,067			

More than 45 per cent of the rattan exports from Singapore in 1913 went directly to the United States and Germany. The United States took 4,176.4 tons, or 14.66 per cent, while to Germany 8,715.3 tons were shipped, or 30.95 per cent. During the same year 5,618.8 tons, or 19.72 per cent, of the Singapore shipments went to Hongkong, and an additional 1,221.7 tons, or 4.29 per cent, to China proper. Of this total of 6,840.5 tons (combined shipments to Hongkong and China), a quantity was reshipped to the United States, reaching Pacific coast ports. However, all rattan shipped from Hongkong or China ports could not be reckoned as stock from Singapore or the Straits Settlements, since some of the Borneo product goes direct to China.

The Singapore rattan shipments in 1913 include 1,805.4 tons, or 6.34 per cent, to the United Kingdom; 1,068.9 tons, or 3.75 per cent, to Bombay and the Malabar coast; 1,137.7 tons, or 3.99 per cent, to Calcutta; and 2,147.4 tons, or 7.54 per cent, to France. These shipments, with those to the United States, Germany, Hongkong, and China, aggregated 90.88 per cent of the total exports from Singapore.

The value of the rattan shipped to the several countries varied considerably. The highest average price was that of the material going

to the United States—\$139.34 per ton. Next in order were Germany's shipments, averaging \$108.12 per ton. The average values of the exports to France and China were, respectively, \$89.38 and \$82.78 per ton. The average value of the exports to the United Kingdom was \$67.21 per ton, to Hongkong \$63.27 per ton, and to Bombay and the Malabar coast \$60.37 per ton.

Total imports and exports of rattan for the Straits Settlements during 1912 and 1913 are shown in the following table:

Years.	Imports.		Exports.	
	Tons.	Value.	Tons.	Value.
1912.....	26, 431. 7	\$1, 883, 830	26, 674. 5	\$2, 402, 479
1913.....	34, 467. 9	2, 630, 434	29, 308. 0	2, 686, 957

A reference to the above figures shows slightly heavier exports than imports in 1912. This seeming discrepancy is explained by the quantity of stock carried over from 1911. A similar situation will probably be found when the 1914 and 1915 figures are compiled, since imports were of about the same volume in 1914 and the early part of 1915 as in former years, but exports declined on account of the limited cargo space obtainable.

Rattan in the Straits Settlements is practically all bought and sold on the basis of weight per picul (picul=133½ pounds). The currency is the Straits Settlements dollar, which has a value of \$0.5677 gold. The factors given were used in converting the figures in this report into tons and gold dollars.

Effect of War—Scarcity of Tonnage.

The war in Europe has not materially affected the rattan market in Singapore so far as the supply of raw material is concerned. Perhaps an increased demand has come from England and other of the allied countries at war for such material as is adapted to the making of shell baskets and other military purposes. There has also been a heavy demand for coal-basket material. However, no shipments are being made to Germany, and since there has been no decrease in the volume of supply in Singapore and Germany's usual 30 per cent consumption is available for other buyers, it must be assumed that no actual shortage exists.

What may have been construed as a shortage by consumers in the United States might reasonably be attributed to a scarcity of tonnage. Ordinarily plenty of cargo space is offered for New York, Boston, and other Atlantic coast ports, but since the outbreak of the war little space has been available. The scarcity of vessels has naturally resulted in higher rates of freight. For instance, the rate to Boston has advanced from 26s. 7d. (\$6.38) to 80s. (\$19.20) per 700 pounds—a rate closely approaching \$0.03 a pound. Rattan is looked upon as desirable cargo, since it is clean and light and stows well on top of heavy cargo.

Varieties of Rattan Imported into Singapore.

The most important class of rattan brought into Singapore and reexported to the United States in large quantities is that known as pakir (of which name, as of most of the others used there, a variety

of spellings are in use). This is the rattan mainly used for the manufacture of chair cane, for which the very best qualities are required. It comes almost entirely from various localities in Dutch Borneo, especially the eastern and southern parts of the island; although certain quantities of a more expensive variety, from Palembang in Sumatra, are applied to similar purposes. The average price of the pakir rattan in Singapore is \$14 (Straits currency) per picul, or approximately \$133.56 (United States currency) per ton. This latter figure is so near the average price of the exports from Singapore to the United States as given in the foregoing report (\$139.34) as to indicate pretty conclusively that the great bulk of the imports into this country, which of course are intended largely for the manufacture of chair cane, are of the pakir variety.

The other classes of rattan imported into Singapore are therefore of much less relative importance as far as the American trade is concerned. They include sankolerang, which comes chiefly from North (British) Borneo, is used mainly for bindings, and brings an average price in Singapore equivalent to \$66.73 per ton; macassar, from the district of that name in Celebes, which is used mainly for the reed and brings an average price equivalent to \$62 per ton; merah, from various ports, which is used mainly for the manufacture of baskets and brings an average price equivalent to \$76.32 per ton; and batu, also from various ports, which is used mainly for the manufacture of hard brooms for street cleaning and snow sweeping, and brings an average price equivalent to \$71.55 per ton. The numerous other cheaper varieties that come to Singapore do not go to any extent to the United States. They are mainly utilized by the Chinese for miscellaneous manufacturing purposes, and large quantities of them are reexported to China.

Methods of Grading.

With regard to methods of grading there is, of course, no uniform practice, each house having its own system. According to the scheme of classification used by one important Singapore firm, which will serve as a typical example, the principal classes of rattan handled, and especially the pakir intended for chair cane, are divided first into "hard" and "soft," and then each of these varieties is separated into four grades, making eight principal classes in all.

[Samples showing (a) all of the principal varieties here mentioned in their original (unwashed) condition; (b) one or two of them before and after washing, and one before and after "loontie" (as the process of scraping off the skin described above is locally called); and, finally, (c) the majority of the eight grades of pakir after sorting have been received by the Bureau of Foreign and Domestic Commerce and will be loaned on request.]

OTTAWA STREET CARS ARE PROVIDED WITH CLOCKS.

[Consul O. Gaylord Marsh, detailed as vice consul at Ottawa, Canada; dated Aug. 26.]

The Ottawa Electric Railway Co. has maintained clocks in its street cars for 24 years. These are small wall clocks manufactured in Ansonia, Conn. The clocks are regulated twice a day and are sufficiently accurate for ordinary purposes. The Ottawa public find these clocks a matter of no small convenience and would now be very loath to have them discontinued. It is stated by one in a good position to know that Ottawa is one of a very few cities, if not the only one on the North American Continent, to enjoy this convenience.

BRITISH COLUMBIA APPLE-PACKING CONTESTS.

[Vice Consul G. C. Woodward, Vancouver, British Columbia, Canada, Aug. 24.]

In order to encourage the better packing of apples the British Columbia Department of Agriculture annually offers prizes of \$15, \$10, and \$5 at the different provincial fairs. The rules governing the contests are:

1. The management of the fair to furnish necessary tables, paper, boxes, and apples for the contest, as follows:

(a) One table for each competitor, about 3½ by 4 feet dimensions, with burlap cover, after the usual pattern.

(b) Three standard boxes either 10 by 11 by 20 inches inside (the Canadian box) or 10½ by 11½ by 18 inches (the American box), whichever is most generally used in the district. The boxes should be of good material and properly made, as the character of the box has much to do with the quality of the pack.

(c) Paper. For each packer about 3 pounds of paper, 9 by 9 or 10 by 10 inches in size, depending on apples.

(d) Apples. About six boxes No. 1 apples, of one variety, 150 per box and larger, in assorted sizes, so as to provide suitable variety of pack.

2. Entry fee of \$1; entries to close about one week before fair. Contestants to draw lots for places and numbers.

3. Apples to be placed on the tables by disinterested persons, aiming to place on each table a fair average of the whole lot.

4. All apples to be packed diagonally.

5. Each contestant to pack three boxes; time to be taken when contestant places last box on the floor.

6. To secure perfect or 20 points for speed, the contestant must pack the three boxes within 25 minutes; every 3 minutes longer will reduce the score two points, and if not finished within 60 minutes the contestant will be ruled out.

The contestants' scores are based on the following schedule of ratings: Speed, 20; uniformity of grade and pack, 15; alignment, 10; bulge, 10; height at ends, 10; firmness, 20; and wrapping, 15.

AMERICAN ZINC FOR HONGKONG.

[Consul General George E. Anderson, Hongkong, China, July 20.]

As an illustration of the movement of Far Eastern markets toward the United States for their supply of metals, it is interesting to note that a Hongkong firm has just placed an order in the United States for a considerable quantity of zinc. So far as can be ascertained, this is the first order for this metal placed in the United States from Hongkong. Considerable quantities of zinc are used in Hongkong itself and in the trade field tributary to Hongkong in the course of a year. Heretofore these supplies have been secured almost entirely from Germany and Belgium, though at times some of the metal has been secured from China. Zinc is produced in Kweichow and Hunan Provinces in considerable quantities, and is exported in ordinary years to the extent of about a thousand tons of spelter and ten thousand tons of ore, mostly to Germany and Belgium. On the other hand, spelter is imported into China to the value of about \$80,000 (\$78,295 in 1913), coming mostly from Germany, while the imports of zinc sheets and plates into China were valued in 1913 at \$243,345, coming mostly from Germany, Great Britain, Belgium, and Austria-Hungary. To these imports, for the total coming into this field, should be added, perhaps, \$100,000 as the value of the metal coming in this form into this field for local use and export other than to China.

The Hongkong market in all such goods at the present time is dull, imports being confined to supplies for immediate needs only.

NEW SOUTH WALES WOOL TRADE.

[Consul General J. I. Brittain, Sydney, Australia, July 21; see also **COMMERCE REPORTS** for Aug. 23.]

The season ended June 30, 1915, will prove historic in the Australian wool trade. The outbreak of the war for a time discouraged trading and developed abnormal conditions, shifting the demand from the Continent to England, the United States, and Japan. Germany, Belgium, France, and Austria formerly purchased about 75 per cent of the New South Wales clip, and the loss of these markets was a severe blow to the wool trade of this State, the extent of which is indicated by the following figures of Sydney's exports during the past two seasons:

Exported to—	1913-14	1914-15
France	<i>Bales.</i> 305,323	<i>Bales.</i> 16,507
Germany	231,449	4,987
Belgium	70,126	469

In 1914-15, 39,618 bales were shipped to Italy, being an increase of 26,000 bales over the shipments in 1913-14.

Larger Shipments to England, United States, and Japan.

Sydney's increased shipments to England, the United States, and Japan; as shown by the following table, greatly stimulated the market:

Exported to—	1913-14	1914-15
England	<i>Bales.</i> 184,465	<i>Bales.</i> 510,469
United States	26,350	109,589
Japan	23,793	68,192

While the cargoes to England, Japan, and the United States made an aggregate gain of 453,642 bales as compared with 1913-14, the decrease in the purchases by the Continental countries amounted to 584,955 bales. Shipments to the United States would doubtless have been much larger had it not been for the embargo and other difficulties attending exportation.

Falling Off in Number of Sheep—Outlook.

The severe drought has greatly reduced the number of sheep. At the Sheepbreeders' Association's annual meeting the opinion was expressed that there may not now be over 26,500,000 sheep in New South Wales, but conservative estimates place the present number at 30,000,000. In 1914 there were 36,423,000 in New South Wales, 22,977,990 in Queensland, 12,051,680 in Victoria, 4,208,460 in South Australia, 4,418,400 in Western Australia, 1,745,350 in Tasmania, and 67,100 in the Northern Territory, a total of 81,891,980.

While the drought has been generally broken by substantial rains, yet the production of wool in 1915-16 will fall considerably short. The percentage of Merino wool during 1914-15 was 83.82 per cent and crossbred 16.18 per cent. Careful estimates place the amount of the clip at 972,000 bales, value \$59,127,975, and for 1913-14 at 976,000 bales, value \$63,270,014.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Borax, superphosphates, etc., No. 18206.—The commercial agent of the Bureau in San Francisco reports that a New Zealand official has given him the name and address of a firm in New Zealand which desires to receive c. i. f. quotations on powdered borax in cases or barrels of 100 to 112 pounds, superphosphates, coarse and fine salt, and dried fruit.

Dishwashers, bath sprays, novelties, etc., No. 18207.—A business man in the United States informs the bureau that he is desirous of purchasing certain novelties for exportation to the Netherlands. He is particularly desirous of communicating with the manufacturers of "The Brumo Dishwasher," "Kuloff Bath Spray," "Gravity Mouse Trap," "The Perfect Noodle Cutter," and "The Handy Folding Egg Boiler."

Gold foil and paper, No. 18208.—An American consular officer in France transmits the name and address of a business man who desires to represent American manufacturers and exporters of gold foil and paper.

Safety-razor blades, No. 18209.—A business man in Brazil has asked an American consular officer to obtain prices, etc., on safety-razor blades in lots of 10,000, 25,000, and 50,000. A sample of the blade desired may be examined at the bureau or its branch offices. (Refer to File No. 64703.) The finished sample may be thinner than the sample. It should be stamped with any design showing the initials "B. B." The blades should be shipped in bulk and not in individual containers, and so packed as to prevent rusting. Communications should be in Portuguese or French. Samples should be supplied. Cash will be paid for purchases.

Malt, No. 18210.—The management of a brewing company in Greece informs an American consular officer that it desires to communicate with American exporters of first-class malt. A sample showing the grade desired may be examined at the bureau or its branch offices. (Refer to file No. 64700.) The firm desires to place orders of from 30 to 60 tons at a time. Quotations are desired c. i. f. destination. Correspondence may be in English.

Hardware, No. 18211.—An American consular officer in France has transmitted the names and addresses of a number of business men in his district who desire to represent American manufacturers and exporters of hardware.

Cigarette paper, No. 18212.—A business man in Honduras informs an American consular officer that he is in the market for about 100 reams of cigarette paper. The paper should be in reams of about 500 sheets, size about 20 inches by 29 inches. Quotations should be made f. o. b. New Orleans or New York. The quality, weight, and grain should be similar to the sample which may be examined at the Bureau or its branch offices. (Refer to File No. 64701.) Samples and prices are also desired by the American consular officer.

Rubber disks, No. 18213.—A brewing firm in Greece writes an American consular officer that it desires to communicate with American manufacturers of rubber disks for beer bottle stoppers similar to the sample, which may be examined at the Bureau or its branch offices. (Refer to File No. 64698.) The firm wishes to purchase 100 to 200 pounds of the disks at a time. Quotations should be made c. i. f. destination or f. o. b. New York, preferably the former. Correspondence may be in English.

Hat material, No. 18214.—An American consular officer in France reports that a business man in his district desires to represent American manufacturers and exporters of materials for making hats.

Earthenware, carriages, haberdashery, etc., No. 18215.—A manufacturer's agent in an insular possession informs an American consular officer that he wishes to communicate with American manufacturers and exporters of earthenware, carriages, glassware, haberdashery, and furniture. He states that he will pay by sight draft against shipping documents or place orders through a New York commission house for confirmation shipment and payment. Reference is given.

COMMERCE REPORTS



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RUSSIAN BOND ISSUES.

[Consul General John H. Snodgrass, Moscow, July 8.]

Recent Russian 5 per cent bond issues for short terms have been as follows: April 9, 400,000,000 rubles (\$206,000,000 at the normal exchange rate of \$0.515 to the ruble); July 1, two issues of 500,000,000 rubles (\$257,500,000) each. Besides these obligations in Russia, the following obligations have been issued on foreign markets: April 29, 200,000,000 rubles (\$103,000,000); June 23, £50,000,000 (\$243,325,000). Besides the obligations of the Russian Exchequer issued on foreign markets, the Minister of Finance was authorized by Imperial decree of March 26, 1915, to effect a credit operation in France for 625,000,000 francs (\$121,000,000).

[Previous Russian bond issues were listed in COMMERCE REPORTS for May 25, 1915.]

BOUNTIES ON ORES REFINED IN CANADA.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 26.]

An interesting development in the metal industry as a result of the war is the announcement that refining plants for treating copper and zinc will be established at different points in Canada. The Dominion Government has passed an order-in-council providing for bounties on refined zinc produced in Canada from Canadian ores. The bounties, however, are tentative and will not go into effect unless the war is ended before July 31, 1917. It is claimed that the reason for this is that the zinc refiners are willing to put in the necessary plant and equipment only on a guaranty that the orders from the Shell Committee will be ample to defray the cost of installing the plants and allow a reasonable profit. In the event of the war coming to a speedy close the bounty will be payable up to the end of July, 1917. The total amount of the bounties in any case shall not exceed \$100,000.

The order-in-council provides for bounties on a sliding scale not exceeding 2 cents per pound for refined zinc containing not more than 2 per cent of impurities. The bounties, however, will not be payable unless the standard price of zinc in London, England, falls below £33 (\$160.59) per ton.

GUAYAQUIL MARKET CONDITIONS IN JULY.

[Consul General Frederic W. Goding, Guayaquil, Ecuador, Aug. 7.]

The cacao market has been fairly animated during the past month, and all the cacao arriving has been placed at good prices, some shipments having been sold at \$12.18 per 100 pounds. The exporters who last month abstained from purchasing reentered the market, and the Asociación de Agricultores fulfilled its mission of maintaining prices. The general outlook of the European market is good; it is known that the supply there has been considerably diminished and the scarcity of cacao here as well as in other producing countries will, it is believed, maintain the high prices throughout the year, unless some unforeseen conditions appear. Very little trade has been effected with the United States, due to the excessively high freight rates which prevail from Colon to that country.

The exportation of ivory nuts, which had been almost totally abandoned owing to the high export duty imposed, is expected to again commence, the Government having reduced the duty by half. Shelled ivory nuts now pay 1.5 cents and unshelled 1 cent per kilo (2.2046 pounds). The market has been calm, the nominal price being \$0.87 per quintal and none exported.

The coffee market has been easy, former prices of \$9.13 for first grade and \$8.70 for second grade per 100 pounds continuing throughout the month. There were 251,995 pounds exported. Rubber has been steady, the June prices having extended through the month. Shipments to New York totaled 6,196 pounds. Prices per 100 pounds were: Marona, \$28.25; hojas, \$23.91; and serrano blanco, \$8.70. The market for hides has been steady; 6,582 hides, weighing 122,211 pounds, were exported. Prices advanced to \$13.65 for serranos, \$12.17 for criollos, and \$6.09 for picados.

ITALIAN LICENSES FOR EXPORTATION OF HEMP.

[Ambassador Thomas Nelson Page, Rome, July 31.]

I have to-day been informed by the Royal Italian Ministry for Foreign Affairs that licenses granted for the exportation of hemp from Italy to the United States at the beginning of July covered shipments of 1,890 quintals (of 220.46 pounds) from Ferrara, 720 quintals from Bologna, and 420 quintals from other places, a total of 3,030 quintals. I was also informed that no further licenses for the exportation of hemp out of Italy would be issued until this year's yield of the fiber is known.

AGRICULTURAL EXPOSITION IN QUITO.

[Consul General Frederic W. Goding, Guayaquil, Ecuador, Aug. 11.]

An agricultural exposition was held in Quito on August 10, which, while only for one day, proved to be quite an attraction on Independence Day. The stock and poultry exhibits, especially the horses, are reported to have been excellent. The creamery department was filled with products of the dairy, a large variety of cheese, and canned butter, which the judges deemed equal to the best imported brands. The exposition was considered successful in every way.

PRESENT CONDITIONS IN RUSSIAN INDUSTRY.

[Consul General John H. Snodgrass, Moscow, June 11.]

For the last few days there has been a conference at Petrograd of representatives of various lines of trade and industry, and also of officials of the Government, to discuss present and prospective conditions. The following extracts from the report of Mr. Litinov Falinsky, the head of the Department of Industry, which was delivered on June 5, may prove of interest:

Russian industry went through a period of great revival and development during 1890-1900, followed by a depression that lasted until 1908; since then there has been evidence of further development, which was abruptly stopped by the breaking out of the war. Recent years with their good crops have improved the purchasing powers of the market, while the land reform of November 9, 1906, aimed to bring about vital changes in agriculture, which is the foundation of Russian industry.

Recent Changes in Industrial Conditions—Future Needs.

All the conditions seemed favorable and promised a sound improvement of the economic life of Russia. The increased prosperity of the rural population did not remain without influence on our foreign trade. It is assumed that Russia did not export a surplus, but was forced to export because the people at home lacked means to buy. Consequently, greater prosperity would reduce the export trade, because the requirements of the domestic markets would grow. Beginning with 1909 the export trade of Russia, though increasing, has grown at a very low rate, which does not stand in any proportion to the growth of imports.

At present it is impossible to give a complete statement of the influence of the war on the life of the country in general and on industry in particular. But the writer believes that the increased requirements of domestic consumption will not be reduced in the near future.

It is found necessary, in order to raise the exchange value of the ruble, to increase exports and reduce imports as well as to increase the production of gold. The latter source must be taken advantage of to a greater extent, even if this should require heroic measures.

The principal impediment to the development of the producing powers of Russia will be the difficulty of securing a sufficient amount of capital, and the policy of the country should be changed to promote the influx of capital. For this purpose an extensive reform must take place in the laws regarding share companies, and a number of restrictions must be done away with. In regard to the placing of Government orders, the interests of the Government must be made to coincide with those of Russian industry, and the placing of Government orders abroad should be discontinued.

HAWAII AND THE PANAMA CANAL.

[A. P. Taylor, correspondent, Honolulu, Aug. 17.]

During the first year of operation of the Panama Canal 65 vessels (exclusive of the ships of the American-Hawaiian fleet) made the direct passage from the canal to Hawaii. Fifty-eight of these called for coal; the others consisted of 4 colliers and 3 miscellaneous craft. Of the ships calling 7 flew the American flag, 5 the Russian, 7 the Japanese, 1 the Danish, 1 the Norwegian, and 44 the British ensign.

Had not Honolulu been so thoroughly equipped with bunker facilities, new wharves, fuel-oil depots, and an enlarged harbor [see COMMERCE REPORTS for Aug. 5, 1915] much of this shipping would have been diverted to other ports. The benefits from this traffic was not confined to the companies that sold the fuel nor to the water service. Merchants of the city sold an average of \$2,000 worth of provisions to each of these ships, and employment, direct and indirect, was given to many men.

NOTES ON PHILIPPINE RATTAN PRODUCTION.

The problem of putting upon the markets of the world the large untouched supplies of rattan which are growing in the public forests has for some time been an object of study with the Philippine Government, especially since the outbreak of the war in Europe cut off a great part of the supply upon which American manufacturers, who use large quantities of rattan and its products, cane, and reed, had been accustomed to rely, and sent prices up to a level unknown before. At the request of the Secretary of Commerce, a report on the subject has already been prepared under the auspices of the Philippine Bureau of Forestry and published by the Bureau of Foreign and Domestic Commerce. (This report may be obtained from the Superintendent of Documents, Government Printing Office, at 5 cents a copy. Refer to Special Agents' Series No. 95, Rattan Supply of the Philippines.)

Plans of the Philippine Government.

The Philippine Government has now carried the matter a step farther by the appointment of a committee consisting of the Director of Forestry and the Director of Prisons, under whose control are the shops in Bilibid Prison, which use large quantities of rattan in the manufacture of furniture, and are at present, owing to the undeveloped state of the islands' own supply, obliged to import most of it. This committee is to visit Singapore, and perhaps other points in Malaysia, for the purpose of securing the services of a man specially versed in the grading and manufacture of rattan, who will come to the Philippines and take up the work of instructing the teachers in the trade schools, the skilled artisans of the industrial division of the Bureau of Prisons, the students at the Forest School, and such representatives of commercial firms as may desire it in the technical points connected with the collection, marketing, and utilization of the product. It is hoped that this, together with work along other lines which is contemplated, will accomplish something definite toward the placing of the rattan industry of the Philippines upon a secure business footing.

Exports of Philippine Rattan to Singapore.

The figures for imports of rattan into Singapore in 1913 show the Philippines as the source of only half a ton, appraised at the very low price of \$26 or at the rate of \$52 per ton. The average price of all Singapore rattan exported to the United States during the same year was over \$139. The total exports of rattan from the Philippines for the fiscal year 1914, which coincided in part with the year for which the Singapore figures are given, were valued at \$4,240, and are supposed to have gone mainly to Singapore by way of North Borneo. The explanation of this discrepancy which most readily suggests itself is that the greater part of the Philippine exports were by the time they reached Singapore indistinguishable from those originating in North Borneo itself. There is nothing here to show whether the average price received for these exports as a whole was really as low as \$52 per ton, or what price the best grades of Philippine rattan would fetch in the Singapore market if brought in directly, under suitable conditions and in adequate quantities.

Relative Quality of Philippine Rattan.

It is undoubtedly true that no Philippine rattan is at present ranked in the Singapore market as of first grade, that classification being reserved mainly for the variety known as *pakir*, from two or three districts of Dutch Borneo, but how much superior this latter really is to the best Philippine product there are no data at hand conclusively to determine. No thorough tests to settle the question have ever been made in the Philippines by competent technical men, and all published statements to be found are of a very general nature. It is understood that some importing firms claim that the samples sent them as representing the best Philippine grades were far too woody and brittle to be of value in furniture manufacture. It is impossible to contradict this statement now, but there is some reason to think that it was based on the examination of small samples of dubious quality, which were not improbably far too old to serve as fair specimens of the fresh product from the point of view of the furniture manufacturer. The point, however, is an important one, and the Philippine Government in the course of its investigations of the subject will undoubtedly take steps to settle it.

Cultivation of Rattan.

Some further data with regard to the practicability of renewing a diminishing natural supply of rattan by cultivation, a question that has lately attracted some attention in the Philippines, have been received from the office of the Conservator of Forests of the Federated Malay States, where it has been understood that experiments of some importance have been in progress along this line. The information received is rather of a negative character, as it is stated that the experiments have been fewer in number, on a smaller scale, and less successful than had been inferred from passages noted in former publications. The original plantations, it appears, have not been in most cases renewed as the first crop was cut off; the reason assigned being that the very slow growth of the plant prevented commercial production at an adequate profit. How far this is conclusive of the impracticability of the scheme is uncertain. It does not appear that the office above referred to has devoted a great deal of attention to the matter, or that it has been very deeply interested in it. It is possible that further experiments in the Philippines, under more favorable conditions, on a greater scale, and with larger capital and more competent management (for the plantations referred to were mainly owned by natives), would lead to different results.

LARGE HOP CROP IN POSEN PREDICTED.

[Consul Harry G. Seltzer, Breslau, Prussia, July 30.]

According to a report from the Hop Growers' Association in Neutomischel, the hop vines are exceedingly healthy and the general outlook for a large crop is very favorable. The early varieties are in full bloom and the later varieties are just beginning to bloom.

The heavy rains during the last few days, together with continued warm weather, have been very beneficial, and a large harvest is predicted. Practically all supplies from the 1914 harvest have been exhausted.

ECUADOR'S COMMERCE FOR HALF YEAR.

[Consul General Frederic W. Goding, Guayaquil, Aug. 10.]

The subjoined figures of the exports of certain Ecuadorian products for the first six months of 1915 have been compiled from the Boletín de la Cámara de Comercio y Agricultura, of Guayaquil:

Articles.	Pounds.	Articles.	Pounds.
Cacao.....	45,832,257	Ivory nuts—Continued.	
Chile.....	91,600	United States.....	368,670
Denmark.....	2,376,951	Coffee.....	1,425,675
France.....	2,578,033	Chile.....	1,291,514
Italy.....	1,508,742	Italy.....	22,514
Netherlands.....	7,687,853	Panama.....	13,242
Mexico.....	4,566	Spain.....	36,515
Spain.....	1,724,610	United Kingdom.....	61,760
Sweden.....	413,894	United States.....	120
United Kingdom.....	13,936,761	Hides.....	774,654
United States.....	15,176,596	Italy.....	4,083
France (option).....	32,401	United Kingdom.....	222,579
Ivory nuts.....	666,475	United States.....	547,902
France.....	51,559	Rubber, United States.....	50,233
United Kingdom.....	246,246		

During January–June, 1914, Ecuador's shipments of cacao totaled 68,320,280 pounds; tagua (ivory nuts), 1,189,876 pounds; coffee, 1,822,705 pounds; cattle hides, 778,234 pounds; and rubber, 45,777 pounds.

Details as to imports during the half year just ended are available only as to the number of packages received from the various countries. Out of a total of 346,863 packages imported Chile supplied 17,596, China 766, France 7,756, Germany 3,124, Italy 7,746, Netherlands 4,578, Peru 11,434, Spain 10,531, United Kingdom 108,714, United States 174,492, and other countries 126. These imports had a total weight of 36,640 tons.

GOOD OYSTERS AND HOW TO COOK THEM.

The Bureau of Fisheries has issued a circular containing a brief account of the economic history and salient features of the life of the American oyster and calling attention to the recent great improvement in the sanitary conditions under which oysters are produced as a result of stringent Government supervision. The pamphlet contains also 100 tested recipes for cooking oysters. It may be obtained from the Bureau of Fisheries, Washington, D. C., on application for Economic Circular No. 18.

Explorer Finds Largest Dicotyledonous Seed.

Seeds more than 7 inches long by 4.7 inches broad, growing in pods nearly 10 inches in length, have been collected by Mr. Henry Pittier from a tree he discovered during his recent botanical exploration of Panama. This tree is known to the natives as alcornoque, and Mr. Pittier has given it the name of *Dimorphandra megistosperma*. The species name has reference to these seeds, which exceed in size those of any other known dicotyledonous plant. The wood from the tree is said to be better than any other for structures kept permanently under sea water.

INCREASED EXPORTS TO SOUTH AMERICA.

Exports from the United States to South America during recent months show marked improvement over last year, the total for June, 1915, being valued at \$13,744,000, against \$7,573,000 in June, 1914; and for the six months ending with June last, \$60,573,000 in comparison with \$52,263,000 for the first half and \$38,751,000 for the last half of 1914.

Imports from South America are also considerably larger than a year ago. For June the official figures of the Bureau of Foreign and Domestic Commerce, Department of Commerce, just published, in its "Monthly Summary of Foreign Commerce," show a total of \$26,210,000, against \$17,118,000 in June, 1914, and for the six months ending June 30, \$156,048,000, against \$144,074,000 in the first half and \$105,447,000 in the second half of 1914.

During the earlier months of the fiscal year our trade with South America was seriously disturbed, and our total exports thereto in 1914 fell in value to \$99,324,000, or \$25,000,000 below 1913, and it was not until March, 1915, that the upward trend was definitely resumed. This change is illustrated by the following table:

Months.	1914	1915	Increase (+) or decrease (-).
January.....	\$8,700,000	\$7,000,000	-\$1,700,000
February.....	8,500,000	6,500,000	- 2,000,000
March.....	8,400,000	10,500,000	+ 2,100,000
April.....	9,000,000	10,800,000	+ 1,800,000
May.....	10,200,000	12,000,000	+ 1,800,000
June.....	7,600,000	13,700,000	+ 6,100,000

Some of the Articles Entering Into the Trade.

Tables in the June Summary of Foreign Commerce show a few of the more important items making up our export trade with South American countries. Thus, in the month of June exports of agricultural implements to Argentina doubled; sales of automobiles to South America as a whole nearly trebled; a tenfold increase marked the shipments of bituminous coal to that section; a similar gain occurred in exports of steel rails; sales of wire rose from 3,000,000 to nearly 30,000,000 pounds, half of it going to Argentina and a fourth of it to Brazil; leather exports doubled, and those of boots and shoes increased in the case of Argentina. Over 2,000,000 pounds of lard went to South America in June, or double the quantity a year ago. The depression in the naval-stores industry was not reflected in sales to South America, since exports both of rosin and turpentine to South America increased to a marked extent. A like condition obtained with respect to illuminating oil, increases occurring in shipments to South America coincidentally with decreases to foreign countries as a whole. Sales of news print paper to Argentina rose from 1,000,000 pounds in June, 1914, to 8,000,000 in June of the current year.

"Municipal waste in London," a special article in the London Times for August 3, 1913, states that "it costs 18s. (\$4.38) more per head of the population to administer London than to administer any one of the largest provincial cities."

MARKET FOR BOILERS IN SOUTH AMERICA.

CHILE.

[Vice Consul Aldis B. Easterling, Valparaiso, Chile, Feb. 19.]

The boilers used in this district are usually of the Cornish, Galloway, Lancashire, or Babcock & Wilcox type. Sizes and types of those in use are:

Industry.	Number of boilers.	Type.	Length.	Diameter.
Sugar refinery.....	5	Galloway.....	30 feet.....	5 feet.
	2	Babcock & Wilcox	23 feet.....	3 feet.
	4	do.....	23 feet 8 inches.	3 feet 6 inches.
	2	Buttner.....	21 feet 3 inches.	4 feet 3 inches.
	2	do.....	do.....	4 feet 10 inches.
Gas plant.....	3	Cochrane.....	15 feet.....	5 feet vert.
	2	Cornish.....	16 feet.....	5 feet (furnace tube 2 feet 6 inches by 5 feet).
Biscuit factory.....	1	Locomotive.....	18 feet.....	6 feet.

A cement factory located in Calera uses three water-tube boilers of the Steinmuller type. The electric plant uses four marine boilers of the Babcock & Wilcox type. The working pressure used in the various plants varies from 60 to 120 pounds. Office buildings, public buildings of various kinds, apartment houses, and large residences are not equipped with boilers.

Amount of Power Used in Various Industries.

Of a total of 64,623 horsepower developed in the country for industrial purposes, 29,417 is by steam. The amount of power used in different industries and the portion of the power developed by steam are:

Industries.	Establishments.	Power by steam.	Total power.
Alcohol, beverages, and other preparations.....	336	3,289	5,484
Pottery and glassware.....	6	33	193
Foodstuffs.....	905	5,598	17,414
Lighting, heating, and combustibles.....	42	5,153	11,450
Shipbuilding and repairing yards.....	32	618	805
Clothing manufactories.....	781	170	748
Lumber and its manufactures.....	818	7,941	9,515
Material for construction.....	92	952	1,936
Textile materials.....	35	1,351	2,952
Metal working.....	857	724	2,839
Furniture.....	204	365	724
Paper, printing, and manufactures.....	330	335	3,305
Leathers and furs.....	1,217	1,121	3,329
Chemical productions.....	150	1,501	2,985
Tobacco manufactures.....	94	6	310
Vehicles and other means of transport.....	189	157	548
Divers industries.....	137	35	87
Total.....		29,417	64,623

The imports of boilers into Chile for 1913, in kilos of 2.2 pounds each, were: From Belgium, 3,975; France, 18,415; Germany, 547,240; United Kingdom, 217,595; United States, 44,265; total, 831,490.

The amounts received at the different ports of entry in this district were: Caldera, 620; Huasco, 6,830; Coquimbo, 24,590; Valparaiso, 380,185; Talcahuano, 77,890; Coronel, 47,780; Valdivia, 15,640; other ports of country, 278,455; total, 831,490.

The values in United States gold of raw material consumed and boilers produced by the three boiler factories in the country, were:

Year.	Raw material consumed.	Boilers produced.
1911.....	\$14,234	\$40,649
1912.....	11,916	37,699
1913.....	13,916	35,000

The boilers produced by these factories are of the most simple types. The Chilean mine operators in the past secured their boilers from Germany and England.

[Consul David J. D. Myers, Iquique, Chile.]

District Has Semi-Tropical Climate.

This district, which comprises the arid region of Chile, has a semi-tropical climate as to temperature. The principal and almost sole industry is that of nitrate of soda. Artificial heat is not required for offices, residences, or public buildings of any kind. The few public electric plants and nearly all the electric installations at the nitrate works depend upon internal-combustion engines for their motive power. Breweries, sugar refineries, and ice plants are too few to constitute an industry.

The Chile Exploration Co. is developing large copper interests at Chuquicamata. The power plant, said to be the largest electric plant in South America, is being installed at Tocopilla. Babcock & Wilcox water-tube boilers are employed and oil fuel will be used; condensed sea water is the only available water supply. The purchasing agent of this company is John K. MacGowan, 155 Broadway, New York.

Reduction Works for Nitrate of Soda.

In the nitrate sections of this district there are some 170 reduction works for nitrate of soda, which employ an average of five boilers each. The boilers used at these plants are almost exclusively of the Lancashire type, horizontal, 28 to 36 feet long, and 7½ feet in diameter. They use a working pressure of 40 to 50 pounds per square inch.

The Agua Santa Co. uses Diesel engines to a greater extent than any other concern. Since steam is required for boiling tanks only, this company uses 35 pounds of steam.

Boilers are all tested to 180 pounds, as the water is very bad on account of the high percentage of salts in it. Through these boilers run two fire tubes, 2 feet 9 inches in diameter. Inside the fire tubes there are installed conical tubes, which soon fill up with scale and which are permanently removed after two years.

Water-tube boilers are not suitable, as the water contains such a quantity of salts in solution that the tubings fill up and corrode, causing frequent cleanings and repairs. Up to three years ago coal fuel was used exclusively. At that time experiments were made by one of the more progressive companies with oil fuel with such success that now about 70 plants use oil fuel.

Coal from England, Wales, and Australia.

The coal is imported from England, Wales, and Australia, the Chilean coal not being able to compete in quality and price with

the imported article. The oil fuel is now imported almost exclusively from California, having taken the place of the Peruvian oil at first employed. The Wallsend system of burners, modified locally, is principally used for oil fuel.

The importations of boilers into Antofagasta, for 1911 and 1912, were valued at \$8,161 and \$64,918, respectively. Importations of boilers into Iquique, with the countries of origin, for the last four years, in value were:

Year.	Total.	Great Britain.	Germany.	United States.
1910.....	\$14,894	\$10,076	.....	\$4,818
1911.....	6,558	3,650	\$2,908	.....
1912.....	33,638	18,905	14,733	.....
1913.....	35,672	22,004	11,128	2,540

Two Years' Record of Importations of Boilers.

Importations of steam-generating boilers into Chile, in 1911 and 1912, were:

Ports of entry.	1911	1912	Countries of origin.	1911	1912
Pisagua.....	.....	\$1,374	Great Britain.....	\$30,478	\$38,578
Iquique.....	\$3,511	5,888	Germany.....	23,204	59,915
Tocopilla.....	11,974	1,406	France.....	.....	391
Antofagasta.....	2,984	51,623	Belgium.....	.....	6,841
Huasco.....	3,434	.....	United States.....	833	5,500
Taltal.....	.....	13,296	.....	.....	.....
Coquimbo.....	5,406	107	.....	.....	.....
Valparaiso.....	12,140	18,335	.....	.....	.....
Talcahuano.....	.....	9,416	.....	.....	.....
Coronel.....	6,501	9,500	.....	.....	.....
Valdivia.....	13,005	.....	.....	.....	.....
	59,015	110,925		59,015	110,925

The statistics for Iquique and Antofagasta were taken from custom records and differ widely from those taken from the Estadística Comercial de la República de Chile. It is probable that a part of the discrepancy is due to the classification. Verification of the figures is not feasible.

ARGENTINA.

[Consul William Dawson, jr., Rosario, Argentina.]

The market for boilers in Argentina is limited by the fact that industrial production is as yet little developed. Small and medium boilers, used largely for heating plants, are made on a small scale at Buenos Aires. The industrial census, based on data collected in 1908, shows 7 boiler works in Argentina, all located in Buenos Aires, with a total annual output valued at \$110,000 and employing 77 persons. Practically all of the boilers in use in this district are imported.

The total number of boilers imported into the entire Republic has been in recent years:

Countries.	Average for 5 years, 1907-1911.	1912	1913
Belgium.....	12	8	.....
France.....	20	12	.....
Germany.....	41	117	.....
Italy.....	1	18	.....
Sweden.....	3	12	.....
United Kingdom.....	166	209	.....
United States.....	34	11	.....
Other countries.....	3	3	.....
Total.....	280	390	525

Imports by countries are not yet available for 1913. Of the 390 boilers imported in 1912, 37 per cent were entered at Rosario and 9 per cent at other ports in this district. Percentage of boilers entered at Rosaria was less than 20 in 1911, and varies considerably from year to year.

Small Market in Rosario District.

The market for boilers in this district is out of all proportion to its size and population, a result, in the first place, of the lack of industrial development. The use of electric motors in workshops and small factories, as well as the growing demand for gas engines, further tends to decrease the market for small boilers. The high cost of fuel, particularly coal, is one of the factors. High wages paid labor offer another obstacle to the use of steam, which requires more or less constant attention. The exploitation of the Rivadavia oil wells, which will, it is predicted, furnish an abundant supply of cheap fuel oil, may give more popularity to steam.

Boilers are used in this district chiefly for heating plants, sugar factories, sawmills, light and power plants, and miscellaneous industries, which are, however, represented by only a few factories scattered over the district.

For heating plants, and incidentally for small distilleries, 1 to 10 horsepower boilers of an inexpensive vertical type are used, the average being about 6 horsepower. Working pressure varies, as a rule, from 40 to 80 pounds per square inch.

The local manager of a company doing a considerable business in the installation of heating plants, particularly in Buenos Aires, states that his firm is using a cast-iron boiler made specially for heating plants by a German factory. While this boiler is tested up to 90 or 100 pounds actual working pressure is insignificant.

Slight Demand for Heating Appliances.

As pointed out in a report entitled "Market for Heating and Cooking Apparatus" (Daily Consular and Trade Reports, May 4, 1914), there is no real demand for heating appliances of a permanent nature in this district, and there are perhaps, in all, from 80 to 100 houses at Rosario equipped in part or wholly with some sort of heating plant. The proportion of heated houses is still lower in other cities of the district.

The Province of Tucuman has 30 sugar factories and there are three large factories in Salta and Jujuy. There are some 150 boilers installed in Tucuman sugar factories, and on an average the industry requires perhaps five new boilers a year. The size of boilers varies from 2,153 to 5,382 square feet, the average being 3,767 square feet. Working pressure is low and is said to range from 75 to 120 pounds per square inch, with an average of, say, 100 pounds.

Fives-Lille (French) boilers formerly found a good market at Tucuman, and many are still in use. Stirling and Babcock boilers are now preferred, and England is getting the bulk of the trade, although a few American Stirlings are said to be found in factories. A few German boilers have also been introduced.

Requirements for Sawmills and Small Industries.

For sawmills and the miscellaneous small industries of the district a medium boiler of from 20 to 100 horsepower, with a working pressure of 100 to 140 pounds, is required.

Water-tube boilers from 20 horsepower up are commonly used where this type is suitable. Single and double flue boilers are to be found where large steam capacity and steady pressure are required. Nearly all medium and large boilers are water tube.

The leading importer of boilers at Rosario estimates that there are in the city and district supplied from here (not including Tucuman and Mendoza) perhaps 100 installations of 20 to 50 horsepower boilers and 50 installations from 50 horsepower up.

Powerful boilers used in this district are chiefly English, Babcock & Wilcox. The leading cities of the district have electric light and power. Plants in Cordoba and some of the western cities where water power is available are hydraulic. Demand for boilers for power plants is, of course, only sporadic, and several years may elapse without any orders from this source.

The Rosario electric light and power plant has eight Babcock & Wilcox marine-type water-tube boilers, giving steam to turbo-generators of 18,000 kilowatts. Working pressure is said to be 250 pounds.

Coal, Hardwood, and Coke Used for Fuel.

The Rosario power plant burns coal as do some of the other large and medium plants and factories near the coast. Hardwood is also largely used, particularly in the interior. Coke is used to a certain extent for heating plants. Sawmills use chiefly wood refuse. Sugar factories use hardwood and cane refuse (bagasse). From 3 to 15 tons of wood are used for every 100 tons of cane crushed. One or two factories, which do not refine and dry the bagasse before burning, reduce consumption of wood to 3 per cent. Steam is at present largely used in establishments such as sawmills and sugar factories where refuse insures a regular supply of cheap fuel.

Many different makes of boilers are represented here in different plants using steam. Among the boilers mentioned by dealers as being in use are Babcock & Wilcox, Stirling, Cochrane, Hindley, Hopwood & Ruston (British); Fives-Lille (French); Tosi (Italian); Lefel, Shipley, Erie City Iron Works, Troy, Dutton & Stirling (American); as well as German boilers of different makes.

Greatest diversity is undoubtedly to be found in small boilers where, in addition to European products, American water tube and other types of boilers have found a market. As regards medium and large boilers, Babcock & Wilcox products are well introduced and have a firm hold on the market.

Decreasing Imports of American Boilers.

The market for American boilers in Argentina has decreased steadily in recent years. During the five-year period from 1904 to 1908, inclusive, an average of 52 American boilers were imported annually into Argentina, this being about one-fifth of the total imports. Since that time the numbers of boilers that have been imported from the United States (total imports given in brackets) were: 1908, 57 (276); 1909, 5 (353); 1910, 17 (209); 1911, 8 (212); 1912, 11 (390). During the same period imports of British and German boilers were: British, average 1904-8, 150; 1908, 156; 1909, 284; 1910, 88; 1911, 110; 1912, 209; German, average 1904-8, 25; 1908, 34; 1909, 11; 1910, 42; 1911, 80; 1912, 117.

A local firm, which has in the past handled different kinds of small boilers of American make, is inclined to attribute the decrease in im-

ports to the growing use of different types of gasoline and other oil engines. Imports of small boilers for heating plants at the same time increased, but Germany obtained the bulk of this trade. The statement is also made that American boilers introduced here have been of a cheap grade.

[Consul General R. M. Bartleman, Buenos Aires.]

British Boilers Used Very Largely.

The principal boiler used in this country is the Babcock & Wilcox water-tube boiler, both vertical and horizontal types. These represent 90 per cent of the horsepower in use in this country. They are manufactured in England. The principal American boilers sold here are the Erie City Iron Works water-tube and other types of boilers. The "Shipley" and "Leffel" boilers are sold. I am informed that the majority of American boilers imported into this country have not been as popular as those of English manufacture.

In the small types of English boilers the two principal makes sold here are the "Hindley" vertical tubular and the "Hopwood." Another English boiler that has a good sale here is the "Cochrane." Argentina is not a manufacturing country to any extent, and the demand for boilers for steam power is not great. Coal is the fuel used.

PERU.

[Consul William W. Handley, Callao.]

Boilers of practically every well-known class and make are employed in Peru by the several breweries, sugar industries, ice plants, gas and electric plants, and public buildings of various kinds. The Cochrane vertical cross tube appears to be the type most commonly found for the smaller installations, while the Lancashire model is extensively used in the sugar refineries and similar large plants. The water-tube boilers in sections are commonly demanded in the mines and other interior places by reason of the mule and llama back mode of conveyance that has to be provided in certain out-of-the-way parts of the Republic. The Babcock and Wilcox, and a large number of different types of upright boilers, are also employed. The size and working pressure called for vary according to the individual requirements along these lines.

The Peruvian mine operators procure the boilers that they use from the United States for the most part, and from Great Britain and Germany.

Demand for Boilers of All Classes.

The demand for boilers of all classes may be estimated from Peruvian statistics covering the importations under this head for the calendar year 1912, the latest period for which such figures are available. These are:

Countries of origin.	Value in U. S. currency.
Belgium	\$211
Chile	447
Germany	36,460
Great Britain	24,914
United States	28,297
Total	90,339

Boilers, without distinction of classes, etc., are admitted into Peru free of duty.

The locally produced petroleum is the fuel used by the electric-light works, foundries, and machine shops of Callao and Lima; magas (crushed cane) on the sugar estates; coal, costing about \$10 per ton, for operating the cranes, etc., on the docks and shipyards; and generally coal and wood in the mines. The several industries mentioned represent the various places where boilers are usually employed.

Agent Should Speak Spanish Language.

The most practical and satisfactory manner of selling this class of manufactured material in Peru would be to send down a capable agent, speaking the Spanish language, to visit the various sugar estates, mines, etc., to consult with the prospective purchaser on the ground. He could cover the whole of the west coast. If this can not be done, manufacturers of boilers should apply to the Bureau of Foreign and Domestic Commerce, Department of Commerce, Washington, D. C., for a list of the principal sugar estates, electric-light plants, foundries, breweries, mining companies, etc., of Peru, which have been furnished by this consulate general, and then take up the matter directly by correspondence, using the Spanish language, with all weights and measurements given in the metric system, and prices, discounts, etc., expressed in Peruvian currency.

In shipping boilers or their parts to the west coast of South America care should be taken to properly protect their weak points by suitable packing, as they are often used roughly before reaching their destination. They should also be shipped by direct steamer through the canal, to avoid transshipment at the Isthmus.

[Lists of importers of boilers at Iquique and Antofagasta, Chile, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 53433.]

HAWAIIAN PINEAPPLE PRODUCTS.

[A. P. Taylor, correspondent, Honolulu.]

The pineapple production of the Hawaiian Islands for 1915 will approximate 2,500,000 cases of canned product. Years ago the pineapple canneries cored, pared, and trimmed the pineapples, and then, slicing the pine, graded it by sizes into cans. The cores, parings, and trimmings were treated as refuse and thrown into great piles. These refuse heaps were taken cognizance of by the board of health, and as the result of discussions as to methods for destroying same the pineapple companies themselves decided that by-products could be made from the refuse and form a valuable part of the income. The one-time refuse is now converted into a mash from which pineapple juice is extracted, the cores are cut into cubes and used in the manufacture of glacé fruit, and to-day no part of the pineapple is lost. [Hawaiian methods of handling the pines and the recovery of by-products are described in detail in a monograph, "Pineapple-Canning Industry of the World," issued by the Bureau of Foreign and Domestic Commerce as Special Agents Series No. 91, copies of which may be obtained from the branch offices of the bureau or from the

Superintendent of Documents, Government Printing Office, Washington, D. C., at a cost of 5 cents each.]

One of the valuable by-products is pineapple vinegar. It is now placed on the market at an average price of 40 cents a gallon. It lacks the "shuddery" effect of ordinary raw vinegar, and it is considered by Honolulu housewives to be far superior to other kinds for use in the preparation of mayonnaise dressing. The vinegar was first prepared by Byron O. Clark, the pioneer pineapple grower of the Hawaiian Islands, who came to the islands from California in 1898 as a member of an association of American farmers who located at Wahiawa, island of Oahu, about 20 miles from Honolulu.

The growers and canners will hold their second annual celebration of Hawaiian Pineapple Day on November 10, about which time the entire United States will be canvassed by the large wholesale grocers and agencies. [In the fiscal year ended June 30, 1915, there were imported into the United States from Hawaii fresh pineapples to the value of \$52,928, canned pineapples worth \$5,986,160, and preserved or otherwise prepared pines valued at \$35. The corresponding figures for the preceding fiscal twelvemonth were \$115,745, \$1,536,919, and \$2,113, respectively.]

PROPOSED MERGER OF CANADIAN BANKS PROHIBITED.

[Consul Julius D. Dreher, Toronto, August 28.]

The last merger of chartered banks in Canada was accomplished in July, 1914, as reported by this consulate (see Daily Consular and Trade Reports for August 13, 1914) when the Bank of Nova Scotia, with a paid-up capital of \$6,000,000 and a reserve fund of \$11,000,000, absorbed the Metropolitan Bank, which had a paid-up capital of \$1,000,000 and a reserve fund of \$1,250,000. A merger has recently been proposed of the Royal Bank of Canada, with a paid-up capital of \$11,560,000 and a reserve fund of \$12,560,000, with the Bank of Hamilton, which has a paid-up capital of \$3,000,000 and a reserve fund of \$3,600,000. The municipal authorities, as well as the people of Hamilton, vigorously opposed this merger because, if accomplished, it would remove the head office of the Bank of Hamilton from that city and cause an unnecessary accumulation of banking capital in Montreal, where the Royal Bank of Canada has its head office. The Dominion Minister of Finance, after giving the proposed merger careful consideration, has decided that, as both the banks in question are strong, favorably known, and well-established institutions, and are actual and potential competitive factors in the Canadian banking field, it would not be in the public interest that he should give the consent required from him under the terms of the bank act, and hence the proposed merger can not be effected. The Canadian banks holding Dominion charters now number only 22, but these banks have 3,245 branches, of which 3,150 are in Canada, 20 in Newfoundland, and the rest in other countries, chiefly in the West Indies, the United States, and Great Britain.

Manufacturers of the United States have so well supplied the Dominican merchants with advertising literature that one Puerto Plata business man, reports Consul Frank Anderson Henry, has 1,500 American catalogues on file.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

- Saddle blankets*, No. 18216.—An American consular officer in Honduras has requested an American consular officer to supply samples, prices, etc., relative to saddle blankets. Sizes offered should be definitely specified. Samples to show the quality of felt are desired. Quotations should be made f. o. b. New Orleans or New York. Correspondence may be in English. The consular officer also desires to receive samples, catalogues, etc.
- Heating and plumbing supplies*, No. 18217.—An American consular officer in France reports the name and address of a business man who desires to represent American manufacturers and exporters of heating and plumbing supplies.
- Paper bags*, No. 18218.—A firm in Honduras informs an American consular officer that it desires to purchase 100,000 paper bags, ranging in size from $\frac{1}{2}$ pound to 25 pounds, at about 3 months intervals. Correspondence may be in English.
- Chemicals, tools, and lamp glasses*, No. 18219.—An importing firm in British India advises the New York office of the Bureau that one of its representatives will be in that city the first of September for the purpose of purchasing chemicals of all kinds for cotton mills, especially magnesium chloride. The firm also desires to secure representation for British India of tools of all kinds, especially files, all classes of pumps, and a line of lamp glasses.
- Draperies, ribbons, hosiery, linings, etc.*, No. 18220.—A firm in the United States writes the Bureau that one of its correspondents in Denmark desires to represent American manufacturers and exporters of draperies, ribbons, elastics, hosiery, buttons, and linings.
- Salt fish*, No. 18221.—A commercial organization advises the branch office of the Bureau in Seattle that it is in receipt of a letter from a firm in Cuba which desires to receive names and addresses of American exporters of salt fish.
- Surgical instruments, rubber goods, etc.*, No. 18222.—A firm in Italy informs the Bureau that it desires to be placed in communication with American manufacturers of surgical apparatus, rubber goods, hospital supplies, etc., with a view of representing them in that country. Catalogues, samples, and full information should be forwarded at once. References are given.
- Structural and engineering supplies*, No. 18223.—A representative of an Italian firm, which is developing American trade, desires to make agency connections with firms which may desire to extend their business in Italy. The representative is especially interested in structural and engineering supplies and materials.
- Chains, nails, hardware, shoes, furniture, etc.*, No. 18224.—A man, who was formerly an interpreter in an American consulate in northern Africa, informs the Bureau that he desires to receive quotations and prices from American manufacturers on small chains and nails. All nails must have clamps, samples of which may be examined at the Bureau or its branch offices. He is also interested in making connections with American manufacturers and exporters of hardware, shoes, furniture, etc.
- Box shooks*, No. 18225.—One of the commercial agents of the Bureau of Foreign and Domestic Commerce in Chile transmits the names and addresses of two firms in South America which desire to receive quotations on box shooks. Shipments are to be made in parcels. Cash will be paid.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 923 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

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PROPOSED RUSSIAN-AMERICAN BANK.

[Commercial Attaché Henry D. Baker, Petrograd, July 20.]

In reply to a letter sent to the general manager of the Russian-American Chamber of Commerce, Moscow, as to what progress, if any, is being made within the proposals of this organization for a Russian-American bank in Moscow, it is stated that the Russian Government is being approached to sanction the opening of an independent Russian-American bank, or failing that, of a branch of an existing American or Russian bank. The proposed statute for authorization of such a bank has been drawn up.

NEW ISSUE OF BRAZILIAN BONDS.

[Consul General A. L. M. Gottschalk, Rio de Janeiro, July 29.]

An issue of 5 per cent bonds to the amount of 20,000,000 milreis paper approximately \$5,000,000 United States gold) has been authorized by the Brazilian Government, the proceeds to be used in payment of loans which have fallen or are about to fall due, and of contracts made by the Government for the construction or extension of certain railways. Amortization will be made at the rate of one-half of 1 per cent per annum.

BRAZILIAN GOVERNMENT DROUGHT RELIEF.

[Consul General A. L. M. Gottschalk, Rio de Janeiro, July 29.]

The action of the Brazilian Federal Congress in appropriating 5,000,000 milreis (about \$1,250,000 United States currency) to relieve those sections of the country affected by drought has been approved by the President of the Republic. The money is to be expended for "works of recognized utility, preference to be given to such works as will afford employment to the largest number of men."

BANANA FLOUR, CHIPS, AND FIGS IN COSTA RICA.

[Special Agent Garrard Harris.]

The methods of inspecting and loading bananas hitherto used at the ports where they are shipped have been exceedingly wasteful. Great quantities of the fruit are thrown overboard, one bunch because it is a little bruised, another because it has grown too loosely, another because it has less than eight "hands." Stock will eat green bananas, but the amount thrown in the bay at Port Limon alone, for example, is enough to feed five times the head of stock in the place and all the people as well.

When the problem of utilizing this waste was first taken up, many statements had obtained currency to the effect that bananas were a remedy for tuberculosis; and it was in the belief that a fortune could be made by preparing the waste fruit to be used as a medicine that experiments began. Although it was soon determined that this was a delusion, the work was continued with a view to putting on the market a nutritious and strengthening food, and a process was finally arrived at and patented in Costa Rica. In the meanwhile, however, interests in Jamaica had been working along the same lines; and, as they had more capital and better means of putting the product on the market, had managed to make banana flour a well-recognized food in Europe, and especially in Germany. In Hamburg a number of houses reported that the difficulty was not to sell the flour, the "chips," and the "figs," but to obtain a sufficient supply for the demands of the trade.

How Banana "Figs" and "Chips" are Made.

The banana "figs," as they are called, form a very palatable and unusual confection. They are simply ripe bananas dried by artificial heat. The evaporation of the water reduces them in size until they are scarcely larger than a man's finger, while the natural sugar in the fruit gives a flavor—not that of a fresh banana, but one hard to describe, not too sweet and very agreeable. They are quite digestible. The banana "chips" are quite like the potato chips with which everyone is familiar. Like the flour, they are made of the bananas when not quite ripe. The vegetarians of England and Germany have prepared a number of recipes for the preparation of all three of these products, and it is evident that in the utilization of waste bananas a food product of considerable value has been set before the public.

The equipment of the plants is very simple and comparatively inexpensive, and labor is cheap in Costa Rica. Doubtless the large banana exporting companies would be very glad indeed to quote such prices on the rejected fruit as would enable a factory to make a profit; and the same is probably true of the owners of the independent plantations, for there is an absolute loss on the bunches that do not reach the standard size, and they are only cut to be destroyed, fed to the stock, or given to the hands.

Opportunities in the Industry.

When all this is considered it seems as if a good opportunity was being missed to put before the consuming public in the United States a food that is highly nutritious, that will keep indefinitely, and that is reasonably cheap and likely to become more so as the processes

of manufacture and the methods of handling are perfected. The owner of the process in Costa Rica is willing to forward samples on receipt of a remittance sufficient to cover the cost of a parcel post package (for which an American dime may be sent); or he is willing to dispose of the plant and patent as he has not the capital to go into the business on a large scale. His plant is not at present properly located, as it is at San Jose, the capital, which is some distance from the banana-growing districts and the ports, and the rates of transportation from one to the other are very high. With a change in this respect, however, an increase of capital, and the development of the business with a view to the export trade, it seems reasonable to believe that something could be made of it.

[The names and addresses of the owner of this process in Costa Rica and of his business representative have been received by the Bureau of Foreign and Domestic Commerce, and will be furnished on request. Samples of the flour and figs have also been received and will be loaned if desired. Refer to file No. 659.]

OPERATIONS OF THE MANILA RAILWAY CO.

All the steam railway lines on the Island of Luzon, in the Philippines, are owned and operated by the Manila Railway Co. From the report of its annual meeting in London, which has just been received in Washington, it appears that their operations during the last fiscal year showed a decreased revenue. This is attributed primarily to the short rice crop of the islands, which reduced the freight business directly and, together with the war, further affected both the freight and passenger business by limiting the spending power of the agricultural population. At the same time there was an increase in operating expenses, mainly owing to the opening of traffic over a considerable mileage of newly constructed line. The company has contracts with the Philippine Government for the construction of several new lines, with a guarantee of the bond issues; and work on certain of these lines had reached sections which could not be remunerative in themselves and would be chiefly sources of expense until the portions of the lines beyond them were completed and opened up. Since the beginning of the war, moreover, it had been impossible to sell the guaranteed bonds, and the company therefore determined for the present to reduce its construction to the minimum necessary to link up certain sections as yet disconnected, an arrangement which was agreed to by the Philippine Government. In spite of these difficulties the report emphasizes the fact that the financial situation of the company is in general quite satisfactory and that there is no reason to be apprehensive for the future when present conditions have ceased to affect operations.

ENGINES ON CANADIAN FARMS.

[Consul Harry A. Conant, Windsor, Ontario, August 31.]

During the present harvest season in Ontario several farmers have used gasoline engines to run their binders and horses to draw the machines. Something akin to flood conditions prevailed in the townships. The farmers had to use gasoline engines, skids, and extra horses to get through the mire.

PHILIPPINE HARDWOODS IN CHINA.

[Consul General George E. Anderson, Hongkong, July 22.]

So far this year the imports of Philippine hardwoods into South China have not been as extensive as usual. The prices at which they are now offered are said by Hongkong lumbermen to be all but prohibitive. Singapore and Borneo woods are to be had in the market here at about 50 cents local currency (22 cents gold) per foot, while the Philippine woods are quoted at about twice this figure. Several contracts for piling and similar work have been secured, however, which will result in heavier imports later in the season, while the producers in the Philippines are making extensive preparations for pushing their trade in Hongkong and China and anticipate success. In a general way there is a splendid market for all Philippine lumber and timber in China coast ports, especially as long as high freight rates from the United States militate against the import of Pacific coast lumber. Heretofore, however, there has been considerable trouble in expanding Philippine shipments for the reason that when the demand for any particular wood became particularly strong the supply has been apt to fail at a critical time. The result has usually been a broken contract and dissatisfaction. At the present time, apparently, high prices are due both to strong demand and to high freights.

With a view to avoiding some of the difficulties which have arisen, the Bureau of Forestry at Manila has prepared sets of samples of various woods in the islands of which a supply can be counted upon at any time and which are also particularly suited to the needs of the Hongkong and Chinese markets. These samples are in the shape of small panels, one side of which has been finished and polished and the other left plain. One set has been brought to Hongkong and another is being sent to the Yangtse Valley.

Another development likely to be of great benefit in extending the export of Philippine hardwoods and other timber both to the China coast and to the nearest portions of the United States is the movement inaugurated among the lumbermen of Mindanao and Sulu in arranging for a standard grading system for lumber to be shipped from that portion of the archipelago. The Bureau of Forestry of the Philippine Government has formulated a set of grading rules for the purpose, and it seems likely that the stand taken by these exporters will force the adoption of standard grades for output of other portions of the islands. One of the chief causes of complaint against Philippine lumber heretofore has been its uncertain standards of quality and irregularities in the fulfillment of contracts, which would have been avoided had it been possible to specify recognized grades in the order.

Sweden is smoking less foreign tobacco. Imports of unmanufactured tobacco, which in the first quarter of 1913 amounted to 2,605,800 pounds and of 1914 to 2,888,000 pounds, in January-March, 1915, totaled only 1,821,000 pounds. Foreign cigars and cigarettes met a like fate, imports declining from 222,700 pounds in the first three months of 1913 and 246,900 pounds in the corresponding period of 1904 to 145,500 pounds in January-March of the current year.

NEW ZEALAND COMMERCIAL NOTES.

[Consul General Alfred A. Winslow, Auckland, August 9.]

Overseas Travel.

During the first seven months of 1915 the arrivals in New Zealand from foreign ports were 5,234 and departures 5,730, not including the soldiers who have gone to the front, against 7,824 arrivals and 8,902 departures for 1914.

Public Debts of New Zealand.

The net Government debt of New Zealand at the close of 1914 was \$446,208,582, which means a debt of \$408 for each man, woman, and child in the Dominion, with a total real estate and improvement valuation of \$1,777,937,996. The total debt of local public corporations amounted to \$109,804,027. The valuation of city and town real estate and improvements amount to \$659,368,079.

Fruit Growing in New Zealand.

The fruit growers of New Zealand are being organized into a federation, with the force of a trading concern, prepared to fix prices to the consumer, as well as assist the export trade. Much interest is taken in this industry and the outlook looks promising. Apples, pears, peaches, grapes, etc., are easily grown here, and of excellent quality.

Wheat in New Zealand.

On July 21, 1915, wheat was selling at Auckland at \$1.79 per bushel and flour at \$4.18 per hundredweight (112 pounds). The high price of wheat and flour here was caused by the shrinkage in the wheat area and the drought in Australia last year. Indications point to better conditions in this part of the world next year, as wheat acreage in New Zealand and Australia much exceeds last year.

Activity in Real Estate in New Zealand.

Real estate business was very active in New Zealand during the year ended March 31, 1915, with a total of 16,163 transfers for the entire Dominion, of which 6,376 were in the Province of Auckland. Improved farms sell in New Zealand at \$25 to \$150 per acre, according to location. Government land can be had at \$1.25 to \$10 per acre, varying with location and quality. All Government lands may be leased for 33 years at an annual rental of 5 per cent of their value.

Export of Meat From New Zealand.

During the six months ending June 30, 1915, there were exported from New Zealand 72,219,156 pounds of mutton, 68,667,809 pounds of lamb, and 38,048,739 pounds of beef, of which North Island supplied about 65 per cent. Of this Great Britain purchased 135,369 quarters of beef, 875,853 carcasses of mutton, and 1,456,187 carcasses of lamb, from March 4, 1915, to June 24, 1915, at a total cost of \$12,716,753, and steamers are chartered to take away as much more before the end of October next. During this time the price of beef cattle has advanced from \$9.60 per hundredweight (112 pounds) to \$10.46, and it seems to be the impression of those in position to know that the price of beef cattle will reach \$12 per hundredweight. The cause for this exceptionally high price of beef cattle is a shortage of marketable sheep and cattle and the high price paid by Great Britain for frozen meat.

NOTES OF INTEREST FROM WINNIPEG.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Canada, Aug. 30.]

Silk From China.

Several carloads of silk from China have passed through Winnipeg lately, coming from the Pacific coast over what is considered in railway circles here the natural highway for oriental traffic.

Electrification of Railway Line.

Although no official statement has been made of the fact, there is every probability that the newly constructed branch of the Canadian Northern Railway to Lake Winnipeg will in the near future be electrified, as well as the Winnipeg terminals, the company installing the current which the street railway company is developing on Winnipeg River. This will make a new and attractive route to the summer resorts on the lake.

Canadian Fish Traffic to American Cities.

Since the inauguration of through service between Prince Rupert and Winnipeg over the Grand Trunk Pacific Railway upward of a million pounds of fresh fish in refrigerator cars have been shipped from Prince Rupert each month consigned principally to New York, Boston, and Chicago houses. When sales are effected in transit these consignments are made through an agent of the Canadian Fish & Cold Storage Co., located at Winnipeg. It is said that the catch this year will be greater in quantity and value than last year, during which period the annual revenue from this industry exceeded \$2,000,000.

"Made in Canada."

Local manufacturers are making every effort to supply the markets with such articles as have heretofore been imported from Germany, France, Russia, and Belgium. An aggressive advertising campaign has been instituted, appealing to the loyalty of Canadians to purchase only articles "made in Canada." There is an apparent shortage in the supply of dried fruits, owing to the interruption of shipments from Mediterranean ports, and this would seem a favorable opportunity for increasing importations in this line from California.

Mail Orders Affected.

Since the war tax of 7½ per cent on general imports became effective the customs revenue has shown a decided falling off. Officials in the local customs branch, who have made a study of the effects of recent war measures upon customs receipts, claim that American mail-order houses are the principal sufferers as a result of the additional duty. Previous to the war a vast quantity of mail-order goods came from well-known establishments in United States, but since the imposition of the new tax much of this trade has been diverted to Canadian concerns in this line of business.

Consul Harry G. Seltzer reports that the Hartwig-Kantorowicz A. G. in Posen, one of the largest liquor and bitters manufacturers in Germany, and the only exporter of these goods from the Breslau consular district, will pay a 12 per cent dividend, the same as last year.

WINNIPEG AS A MARKET FOR FRUIT.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Canada, Aug. 24.]

There is probably no city in Canada where the consumption of foreign fruit is greater than in Winnipeg. That this consumption should be above normal at the present time is singular, considering war conditions generally and the absence of about 20,000 men at the front.

During the first two weeks of August 20 carloads of select California peaches were sold direct to jobbers, besides several consignments of inferior fruit that were disposed of at auction. An even greater quantity could have been sold had it not been for the arrival of large shipments of pears from Washington and the Middle Western States.

Local Supplies Mainly from American Orchards.

Practically all of the fruit sold in this locality is from the United States (chiefly California, Washington, and Oregon), there being no large orchards in the Prairie Provinces. An average of a car each of plums, peaches, pears, and apricots is being unloaded daily, and a considerable quantity of the fruit consigned to local commission houses is sold before reaching Winnipeg. Grapes are arriving, but the Tokays will not be in, in any quantities, before September 1; probably 50 carloads will be disposed of by local firms. Carload lots of apples in boxes and barrels are being received daily from Washington, Ohio, Michigan, and Illinois; this fruit is of selected varieties and retails at \$4.75 a barrel.

The first pears and apples to appear in this market come from southern Michigan and Illinois. Next come those from Oregon and Washington, the latter having the more extensive sale. Selected Bartlett pears are cheaper than apples here at present.

Low Prices for Peaches and Plums.

Shippers in Washington stated early in the season that the price for peaches would not be less than \$0.40 a crate to the grower this summer, but they are now selling them at \$0.30—at which figure it does not pay to grow the fruit. Peaches and plums will be retailed in Winnipeg this season as low as \$0.90 to \$1 per crate. A new departure in fruit selling occurred in the spring, when one of the large department stores of this city disposed of a carload of cherries in less than two hours at \$0.50 per basket.

[A list of Winnipeg firms handling fruit upon a commission basis may be had upon application to the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65287.]

FOREIGN VESSELS ADMITTED TO AMERICAN REGISTRY.

During the week ended September 4, 1915, there was admitted to American registry under the act of August 18, 1914, one vessel, the steam yacht *Casiana*, formerly the American-owned undocumented steam yacht *Cassandra*, 1,227 gross tons, now owned by Edward L. Doheny, of Los Angeles, Cal.

	Vessels.	Gross tons.
Total, July 1, 1915, to Sept. 4, 1915.....	14	42, 144
Total, fiscal year ended June 30, 1915.....	143	523, 361
Grand total.....	162	565, 505

INCREASING RAILWAY MILEAGE IN CANADA.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Aug. 17.]

The annual report of the Dominion Comptroller of Railway Statistics for the fiscal year 1914, which has just come from the press, states that the aggregate of railway mileage officially regarded as being in operation on June 30, 1914, was 30,795, or 1,492 miles more than on the corresponding date of 1913. Distributed among the various Provinces the operating mileage of Canadian railways during the past eight years was:

Provinces.	1907	1908	1909	1910	1911	1912	1913	1914
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Ontario.....	7,638	7,933	8,229	8,230	8,322	8,546	9,000	9,255
Quebec.....	3,516	3,574	3,663	3,795	3,882	3,883	3,986	4,043
Manitoba.....	3,074	3,111	3,205	3,221	3,446	3,520	3,993	4,076
Saskatchewan.....	2,025	2,081	2,631	2,932	3,121	3,754	4,651	5,089
Alberta.....	1,323	1,323	1,321	1,488	1,494	1,897	2,212	2,545
British Columbia.....	1,686	1,733	1,796	1,832	1,842	1,855	1,951	1,978
New Brunswick.....	1,508	1,509	1,547	1,522	1,548	1,545	1,545	1,539
Nova Scotia.....	1,329	1,344	1,351	1,351	1,354	1,357	1,359	1,365
Prince Edward Island.....	267	267	269	269	269	269	279	279
Yukon.....	91	91	91	91	102	102	102	102
In United States.....							225	224
Total.....	22,432	22,966	24,103	24,731	25,890	26,728	29,303	30,795

The mileage in the United States is special in character. It consists wholly of those sections of the Canadian Pacific and Canadian Northern, for example, that happen to cross American territory and form parts of continuous lines passing from one part of Canada to another. A very large railway mileage in the United States is owned by Canadian corporations, but none of this is included in the foregoing table.

Capitalization, Earnings, and Operating Expenses.

The capitalization of Canadian roads increased by \$276,990,069 during the year, and is now nearing the two billion mark, the exact figure being \$1,808,820,761. If the stocks and bonds outstanding for railways under construction are taken into account, the final aggregate of capitalization is \$1,962,128,070. Dividends on stock in 1914 amounted to \$30,434,601, or \$3,101,228 more than in 1913. The interest charges on all bonds were met in full.

The year was not nearly so profitable for the railways as the one preceding. Net earnings were \$64,108,280, or \$10,582,733 less than in 1913. There was a decrease of \$13,619,164 in gross earnings, which totaled \$243,083,539; against which there was a decrease of \$3,036,431 in operating expenses, which amounted to \$178,975,259 in 1914. The ratio of operating expenses to gross earnings was 73.63 as against 70.9 in 1913. The rapid increase in new mileage during the past few years is evidently considerably in excess of the country's demands for freight and passenger facilities, and the falling off in net earnings, coupled with the immense decrease in capitalization, is one reason for the present application to the railway commission for an increase in freight rates.

Figures as to railway employees and wages show that during the year there was a further slight advance in the average rates of remuneration. The aggregate of salaries and wages paid to the 159,142 employees was \$111,762,972.

New Mileage—Aids to Railways.

The western Provinces had by far the largest mileage under construction in 1914. In Alberta there were 3,054 miles of new line surveyed, 805 miles under contract, and 1,189 completed but not yet in operation; in Saskatchewan, 3,458 miles surveyed, 340 under contract, and 555 miles completed but not in operation; in British Columbia, 3,578 miles surveyed, 1,235 under contract, and 698 miles completed but not in operation; in Manitoba, 354 miles surveyed, 108 under contract, and 134 completed but not in operation; in Ontario, 532 miles of new lines surveyed, 1,841 under contract, and 836 miles completed but not in operation. For the whole Dominion the mileage in process of construction during the fiscal year 1914 totaled 11,472 surveyed, 5,521 under contract, and 3,417 completed but not in operation.

The comptroller's report further shows that aid to the amount of \$640,031,805 in cash and bond guaranties, exclusive of land grants, had been granted or authorized to Canadian railways by Federal and Provincial Governments and by municipalities up to June 30, 1914. At that time land grants had totaled 43,613,949 acres, whose value might safely be estimated at \$10 per acre.

In 1914 alone cash aid to the railways totaled \$16,106,319, of which the Dominion contributed \$15,583,059. These payments brought the account up to the following position: By the Dominion, \$178,834,529; by the Provinces, \$37,023,275; by municipalities, \$17,914,836; total in cash grants to June 30, 1914, \$233,772,640.

Land grants to the close of the fiscal year 1914 had been distributed as follows: By the Dominion, 31,864,074 acres; Province of Quebec, 1,198,650; British Columbia, 8,119,221 acres; New Brunswick, 1,647,772 acres; Nova Scotia, 160,000 acres; Ontario, 624,232 acres; total, 43,613,949 acres.

Bond Guaranties.

The total of bond guaranties authorized to the railways is no less a sum than \$406,259,165. Of this, however, only \$268,710,264 has been executed and only \$235,473,394 earned. The Dominion has, of course, pledged its credit to a greater extent than any of the Provinces, the bonds which it has guaranteed to the railways totaling \$188,965,063, of which \$127,965,063 has been earned. British Columbia, with a population proportionately very much smaller, comes second with \$80,322,072 guaranteed, of which \$30,647,072 has been earned. Alberta is next with \$55,810,450 guaranteed and \$17,561,778 earned; Saskatchewan, \$41,625,000 guaranteed and \$21,651,459 earned; Manitoba, \$25,221,580 guaranteed and \$24,589,057 earned; Ontario, \$7,860,000 guaranteed and earned; New Brunswick, \$6,063,000 guaranteed and \$4,806,965 earned; and Quebec with the small total of \$392,000 guaranteed and earned.

The awarding of the agency for the whole of Sweden to a Goteborg firm by an American manufacturer of X-ray apparatus and the sale of at least 11,500 tons of American coal to the State railways and private interests were brought about through information supplied by the Goteborg consulate.

THE MARKET FOR CONFECTIONERY IN JAPAN.

[Interpreter Henry B. Hitchcock, American consulate general, Yokohama.]

In 1914 Japan imported 271,047 pounds of confectionery, cakes, jam, and fruit jelly having an aggregate value of \$47,187. Of these imports Great Britain supplied 198,838 pounds (value \$31,697) and the United States 40,132 pounds (value \$8,787).

Great Britain's dominance of the market is due to large importations of cakes and jams from that country. In candies alone the United States makes a more favorable showing. American candies, when fresh, are considered superior to those of other countries, but the more careful methods of packing employed by manufacturers in other countries prevent rapid deterioration and their products are in greater favor with dealers.

Small Tin Boxes the Best Container.

The warm and humid summer climate of Japan calls for special care in packing candies—chocolates especially. European shippers wrap each bonbon in tin foil and pack the confections in small tin boxes or cans, with a layer of paper shavings at top and bottom. By using containers of small size the candies are saved from being crushed.

In contrast to this the American manufacturer uses the same container employed for the home market, and the practice of packing several layers of bonbons one upon the other detracts considerably from the appearance of the candies if the weather has been warm enough to soften them to any extent. The same is true if the shipment has been placed in a warm part of the hold of the vessel, when deterioration starts before the goods reach Japan. Under the best conditions the candies in the lower layers are often stuck together, and in many cases the chocolate coating is broken and the fondant spoiled by hardening.

To do away with these drawbacks candies should be packed in boxes of one layer only, and if not in tin boxes at least in packages carefully protected by waxed coverings from the effects of the humid atmosphere.

The Yokohama Demand—Import Duties.

The demand for the finer grades of candies in Yokohama is almost entirely confined to the foreign population, which numbers, exclusive of Chinese, about 6,000. This community has, however, a somewhat larger purchasing power than a community of the same size would have in America.

The Japanese, though as a race fond of sweets, are not especially fond of rich sweets. Their confectionery has a smaller proportion of sugar than is the case in America. There is a duty of 32 yen per 100 kin (\$12.05 per 100 pounds), including receptacles, on confectionery and cakes, and on jams, fruit jellies, etc., a duty of 17.50 yen per 100 kin (\$6.59 per 100 pounds). In competing with the domestic product it would be necessary to select candies which could be retailed in spite of the duty at \$0.15 to \$0.40 a pound, and which would keep well in inexpensive containers.

[The addresses of two Yokohama and three Tokyo importers of confectionery may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices by referring to file No. 65238.]

DEARTH OF WINDOW GLASS AT CHANGSHA.

[Consul Nelson Trusler Johnson Changsha, China, July 16.]

Changsha dealers state that there is a dearth of window glass due chiefly to the war in Europe, which has cut off their main source of supply, Belgium. The requirements of this market are indicated by the imports at Changsha during the last several years. In 1909 such imports totaled 5,796 cases; in 1910, 7,318 cases; in 1911, 6,215 cases; 1912, 9,188 cases; 1913, 11,057 cases; and 1914, 8,667 cases. It is said that there is at present but 20,000 cases of Belgian glass held in stock in the three ports of Shanghai, Hankow, and Changsha.

The sizes of window glass imported range from 12 by 16 to 32 by 42 inches. The most popular sizes are 16 by 24, 18 by 26, and 20 by 30 inches. The method of retailing the glass varies, some shops selling by weight while others sell by the square foot. The glass is usually packed 100 square feet to the case. Japanese glass is packed with straw; American glass has been received in good condition packed in hay. The cases are securely made of one-half and three-fourth inch boards, with cleats.

Local dealers buy from importing houses at Hankow and Shanghai; they have no means of dealing direct with the American manufacturer. It would therefore be advisable to get in touch with the foreign import houses in the cities named. It is also strongly urged that glass shipped from the United States be so marked that its American origin can be clearly distinguished. The Chinese buy largely by the established "chop" or trade-mark, and it is advisable to begin to build up the popularity of trade-marks from the very beginning of the entry of the American manufacturer into this field.

[The window-glass situation at Hongkong was discussed in *COMMERCE REPORTS* for Apr. 8, June 12, and July 29, 1915; the Hankow market was reviewed in the issue for Mar. 1 last.]

SCARCITY OF LABOR FOR NEW ZEALAND HARVESTS.

[Consul General Alfred A. Winslow, Auckland, July 31.]

Owing to the scarcity of laborers, farmers in New Zealand have begun thus early to arrange for help to gather what promises to be a record crop of wheat and oats. The oat harvest begins in the North Island in December and ends in the South Island at the end of January or beginning of February, while the wheat harvest begins in January and ends in April in the extreme south. Preparations are being made for a large increase in acreage in most parts of the Dominion.

The Departments of Labor and Public Works have promised to aid and even to go so far as to close down some of the public works so the men could be released for this work. It is really considered quite an important matter, and it would seem that here is an opportunity to introduce more of the up-to-date labor-saving harvest and thrashing machinery in so general use at home. It is still the custom here to stack most of the grain before thrashing, which seems to be done to allow fewer thrashing machines to do the work. Thrashing in the south is not generally finished before the 1st of June.

ELECTRICAL-POWER INSTALLATION IN SYDNEY.

[Consul General J. I. Brittain, Sydney, Australia.]

As might be expected in a city of almost 800,000 inhabitants, electrical power is available in Sydney to consumers throughout the municipal area. The city council and not a private company controls the power plant, the chief electrical engineer being Mr. H. B. Forbes Mackay, who combines with his duties as electrical engineer the administration of the power-sales department. The total capacity of the plant in kilowatts is 15,000 alternating current and 15,000 direct current. The alternating current is of 50 cycles frequency and the phase ordinarily used for motors is three. The voltage customarily used for motors is 240 for either alternating or direct current.

The municipal council is not engaged in the importation and sale of motors to consumers, this business being exclusively in the hands of regularly established commercial houses, some of which carry fairly extensive stocks and others import on indent only. Australia being a British dependency, British makes of electric motors are in firm request, but there would appear to be a fairly good field for American wares if the interested manufacturers were prepared to wait some time for results.

It is safe to estimate the number of local manufacturing plants that use electric power at over 400, with a current consumption of about 2,500 kilowatts. There are no industrial plants generating their own electrical power in the city. Although not primarily a manufacturing community, recent years have witnessed considerable development in this direction, and there are now in operation numerous relatively small factories for the production of ordinary necessities. Machine shops of the local shipyards and Government-owned railways are well equipped and offer an attractive field for investigation by the American manufacturer of electrical lines. Mention must also be made of the small arms factory at Lithgow, New South Wales.

[A list of the leading Sydney concerns dealing in electrical supplies and machine tools may be had, upon application, from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65230.]

NEW YORK BANK OPENS BRANCH IN CUBA.

[Consul Henry M. Wolcott, detailed as vice consul at Habana, Aug. 21.]

A noteworthy step in the development of Cuban banking facilities was the opening of the West Indian branch of the National City Bank of New York in Habana on August 21, this institution having acquired the quarters of the Bank of Habana, which recently moved into its new building. A feature of importance to American firms in the Latin American export trade is the commercial agency department in connection with the National City Bank. The office of commercial agent in Habana is held by Mr. Claude V. Allnutt, a man of fitting experience and training, who has for more than two years served in a similar capacity with the Bank of Habana.

The West Indian branch of the National City Bank in all its departments is well fitted to take care of the large business that undoubtedly will fall to its lot.

CHEMNITZ EXPORTS TO UNITED STATES.

[Consul John Q. Wood, Chemnitz, Germany, Aug. 2.]

There has been a decided decrease in the exports from the Chemnitz district to the United States during the first half of 1915, but not so great as would be expected to result from the difficulties in shipping.

During the first quarter of 1915 exports from this district to America amounted to \$1,724,374, in comparison with \$3,507,986 in the corresponding period of 1914; in the June quarter, 1915, there was a still greater falling off to \$1,027,961, compared with \$3,279,098 in the corresponding period of 1914. Cotton gloves made a very good comparative showing, and there was a marked increase in the shipments of paper wall pockets over those in the corresponding period in 1914. Woolen goods have not been shipped since the Government prohibition went into effect.

It is estimated that about \$500,000 worth of Chemnitz goods are still in storage at Rotterdam. Practically all were ordered in the latter months of 1914 or early in 1915.

Comparative values of the exports to the United States from this consular district for the quarters ended in March and June, 1914 and 1915, according to invoices certified at the American consulate, were:

Articles.	March quarter.		June quarter.	
	1914	1915	1914	1915
Beads and beaded goods.....	\$74,141	\$37,414	\$68,979	\$11,564
Buttons.....	92,628	18,855	39,536	4,945
Cotton goods.....	236,905	63,165	153,987	27,743
Gloves:				
Cotton.....	792,539	694,095	712,748	515,258
Leather.....	310,124	180,025	130,835	80,368
Silk.....	3,352	3,416	3,460	12,254
Wool.....	2,832	642	40,743	1,046
Hosiery:				
Cotton.....	1,024,842	381,561	661,492	151,636
Silk.....	10,184	2,670	10,571	603
Wool.....	3,329	.....	11,573	.....
Linen goods.....	120,385	66,065	153,987	30,493
Machinery.....	218,744	82,842	248,395	15,863
Machine needles, knitting.....	43,693	33,106	35,474	29,330
Paper goods.....	36,459	60,176	94,703	65,840
Silk goods.....	34,876	6,619	38,015	1,832
Toys and dolls.....	19,403	18,450	155,441	56,704
Woolen goods.....	412,394	43,781	632,533	1,355
All other goods.....	71,156	31,512	86,626	21,137
Totals.....	3,507,986	1,724,374	3,279,098	1,027,961

FORMER GERMAN STEAMER IN LUMBER TRADE.

[Vice Consul G. C. Woodward, Vancouver, Canada, Aug. 27.]

The British steamer *Grahamland*, formerly the German steamer *Josephena*, is the first captured German vessel to reach this coast during the present war. It arrived in British Columbia ports a few days ago for the purpose of loading 1,250,000 feet of lumber for Liverpool, England.

Owing to the lack of tonnage on the Pacific the British Government, at the request of the Provincial Government, chartered the vessel to the Provincial Forestry Department and was rechartered to a local lumber concern for the above-named voyage. It is reported that a number of similar vessels will be placed in this trade in the near future.

CHINA PREPARED TO ADVERTISE AMERICAN GOODS.

That the recent tour of the United States by the honorary commercial commissioners of the Republic of China was thoroughly enjoyed by the visitors from the Far East and will result in cordial and mutually advantageous commercial relations is attested in a letter just received by Dr. E. E. Pratt, Chief of the Bureau of Foreign and Domestic Commerce, from Mr. David Z. T. Yui, the honorary secretary of the commission.

Mr. Yui is enthusiastic concerning the bright prospects of augmented trade and increased helpfulness between the two great Republics. He expressed the keenest appreciation of the commission's reception in America, saying that it "has been overwhelmed with your wonderful hospitality and sincere goodness." He suggests that the United States and China should "join hands to make the best use of present opportunities."

Mr. Yui is in charge of the lecture department of the national committee of the Young Men's Christian Associations of China, and he defines his work as an effort to enlighten all classes of people in the advancement of modern civilization. At present there are in his department these divisions: Science, health, conservation, education, and visual instruction. The lectures of these divisions each year reach thousands of officials, scholars, students, and business men throughout China and are received with the most earnest interest.

Mr. Yui's department will, he says, be exceedingly glad to receive at any time literature and materials of an educational nature, particularly lantern slides, motion-picture films, charts, maps, and pictures on any subjects relating to industry and commerce.

He requests that American manufacturing and industrial firms be informed of the readiness of the visual-instruction division to make full use of advertising materials in the form of slides, films, pictures, or similar illustrative material. Considerable material of this kind has already been received from one of the great transcontinental railways, a manufacturing concern in Ohio of international reputation, and various other companies in the United States. Mr. Yui is convinced that the furnishing of such things for the instruction of the Chinese people will be of substantial benefit to both parties concerned, and the advantages to be derived by American manufacturers are emphasized by the Bureau of Foreign and Domestic Commerce. At present such materials are being sent out each month by the visual-instruction division through its five circuits in North, South, East, Central, and West China.

Mr. Yui speaks of another way in which, he feels sure, trade may be increased and friendly relations strengthened. Chinese students, after graduation from a college or university in the United States and before returning to China, often find it difficult to secure an opportunity of acquiring needed experience along the line of work in which they have been trained. They do not intend, of course, to settle down in America, but they do need technical experience in some firm, factory, or office to supplement their theoretical knowledge. Such opportunities would be gratefully appreciated and would afford, to the firms granting them, not only desirable publicity but a means of practical commercial penetration in the Chinese field. Mr. Yui

hopes that through the good offices of those engaged in American trade promotion, Chinese students may, in the future, obtain such places. He mentions, in passing, that he has been assured by a telegram from the Acting Secretary of the Department of Labor that all embarrassments to Chinese students when landing at San Francisco will be removed.

Mr. Yui's letter was written on the steamship *Manchuria*, en route to Honolulu. In his reply, Dr. Pratt expressed his lively interest in the suggestions brought forward by the honorary secretary and his ardent desire to witness their realization.

AMERICAN TRADE FOR ONE WEEK.

The imports, duties collected, and exports for the week ending September 4, 1915, at 13 principal customs districts of the United States follow:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$5, 204	\$359	.....
Massachusetts (Boston).....	2, 415, 488	161, 486	\$2, 209, 130
New York.....	20, 770, 210	2, 856, 058	34, 085, 003
Philadelphia.....	925, 197	204, 544	4, 784, 253
Maryland (Baltimore).....	545, 437	18, 318	1, 283, 926
Virginia (Norfolk).....	675, 941	1, 614	2, 929, 605
New Orleans.....	1, 874, 176	21, 465	2, 516, 081
Galveston.....	101, 854	1, 467	1, 808, 983
San Francisco.....	1, 790, 200	83, 697	2, 512, 883
Washington (Seattle).....	1, 711, 984	12, 114	2, 167, 709
Buffalo.....	508, 035	6, 060	1, 373, 188
Chicago.....	573, 043	140, 581	1, 285, 097
Michigan (Detroit).....	558, 728	23, 115	3, 140, 360
Total.....	32, 454, 477	3, 531, 478	60, 071, 198

The above figures show a favorable balance on merchandise transactions for the week ending September 4 in the 13 customs districts of \$27,616,721. The 13 districts cited handled about 92 per cent of the import and export business of the country, based on the transactions in June, 1915.

Cotton exported during the week ending September 4 amounted to 29,246 bales, making the total since August 1, 1915, approximately 170,258 bales.

The value of the imports, duties collected, and exports at the 13 ports for the 10 weeks ended September 4 follows:

Week ending—	Imports.	Duties collected.	Exports.	Excess of exports.
July 3.....	\$29, 896, 465	\$3, 169, 059	\$50, 442, 243	\$20, 545, 778
July 10.....	23, 126, 932	2, 734, 116	40, 801, 146	17, 674, 214
July 17.....	32, 908, 191	3, 778, 167	40, 270, 553	7, 362, 362
July 24.....	31, 213, 917	3, 762, 327	54, 122, 360	22, 908, 443
July 31.....	30, 258, 698	3, 694, 780	54, 234, 569	23, 975, 871
Aug. 7.....	34, 284, 282	3, 432, 077	48, 239, 737	13, 945, 455
Aug. 14.....	22, 436, 976	3, 364, 946	51, 266, 373	28, 829, 397
Aug. 21.....	32, 198, 560	3, 401, 934	50, 825, 835	18, 625, 275
Aug. 28.....	27, 042, 725	3, 188, 248	60, 311, 764	33, 269, 039
Sept. 4.....	32, 454, 477	3, 531, 478	60, 071, 198	27, 616, 721

CONSTRUCTION WORK ABROAD.**AUSTRALIA.**

[Consul W. A. Bickers, Hobart, Tasmania, July 27.]

Hobart Rivulet Diversion.

For developing the water front on the Derwent River, north of Ocean Pier, it was found that it would be necessary to change the bed of the Hobart Rivulet, which empties into the Derwent at that place. The only effective way that the course of the Hobart Rivulet could be changed so as to permit the full development of this tract of water front, was to construct a tunnel under the Domain, which tunnel will carry the waters of the Hobart Rivulet into the Derwent about half a mile above the present mouth.

The cost of the work will be about \$150,000, which will be paid equally by the State of Tasmania, the city of Hobart, and the Marine Board of Hobart. The largest item of the cost will be for constructing the tunnel which will be about 2,000 feet long, 14 feet wide, and 12 feet high, and will have to be blasted through rock about 80 per cent of its length.

The work will be done by contract, and the machinery, explosives, and other necessary materials are being obtained from local dealers.

NETHERLANDS.

[Consul Frank W. Mahlin, Amsterdam, Aug. 18.]

Street Widening in Amsterdam.

The busy Vyzel Street in this city is to be widened, for about 600 feet of its length, from a present width of 23 feet to 72 feet. The rest of the street, some 1,500 feet, which is about 30 feet wide, will not be broadened at present.

Work has now begun on this improvement, to complete which will require two years. The buildings along one side of the street will be torn away and two stone bridges across canals must be widened. The estimated cost of the work can not be learned.

Some fine business structures are planned for the widened thoroughfare, among them an arcade lined with stores.

NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 7.]

Construction of Nihotupu Impounding Dam.

The city of Auckland has just let the contract to Langlands (Ltd.), Gisborne, New Zealand, for constructing an impounding dam at Nihotupu, about 16 miles west of the city, with a storage capacity of 540,000,000 gallons, at a cost of \$464,879. The height of the dam is 150 feet, length 530 feet, and the water area 36 acres. The time allowed for completion is 3½ years. This is to supplement the present water supply, that is not equal to the growing demand, owing to rapid growth of the city and suburbs. I am transmitting the specifications covering the works.

[These specifications may be seen on application to the Bureau of Foreign and Domestic Commerce; refer to file 65378.]

PANAMA.

[Consul William H. Gale, Colon, Aug. 24.]

A Proposed Ice Plant.

The People's Ice & Cold Storage Co. has just been organized in Colon by a number of Americans for erecting and operating an ice plant, with 30 tons daily capacity. The company has been incorporated under the laws of the Republic of Panama, and is capitalized at \$60,000, United States currency.

An up-to-date method of making ice will be employed. A Diesel or crude-oil engine will furnish the power. The water will be drawn from the city mains, and will be filtered to remove impurities. During freezing the water will be agitated with washed air to produce clearness.

The people of Colon are now charged \$18 a ton for ice by the one local refrigerating concern, which uses the steam method. The new company proposes to supply ice to local consumers at \$6 a ton. As the company also expects to supply ice to ships in transit through the canal, by permission of the Panama Canal authorities, the prospects of a profitable business seem to be favorable.

The ground for the plant has already been leased and bids for construction work and for machinery and other equipment are being prepared. The entire charge of the plant during construction and operation will be in the hands of a practical engineer of many years' experience in ice making.

[The name of the engineer and manager, to whom all correspondence relating to equipment and supplies should be addressed may be had from the Bureau of Foreign and Domestic Commerce; refer to file 65594.]

PERU.

[Consul General William W. Handley, Callao-Lima, July 28.]

Malabrigo Concession for Wharf and Railway.

The Government of Peru has, during the last three weeks, made application to some of the principal agricultural interests of the country for a small loan, to meet current expenditures. It now appears that a Lima firm has satisfied the wishes of the Government by advancing \$194,660 on agricultural taxes, receiving in return a concession to construct a wharf and small railway at the port of Malabrigo, which is located in the northern part of the Chicama Valley, some miles north of the port of Salaverry. The text of the contract between this firm and the Government has not yet been made public, but according to the Lima newspapers the principal terms of the concession are:

- (1) Concession to construct a wharf at Malabrigo and exploit it in perpetuity.
- (2) Concession to construct a railway from Malabrigo to Ascope to be exploited in perpetuity.
- (3) The railway line to be 1-meter (3.28-foot) gauge.
- (4) All material for the wharf and railway to be imported free of duty.
- (5) The tariffs of the wharf and railway to be fixed by the concessionaires.
- (6) The Government empowers them to expropriate all properties required for the construction of the wharf and railway.

It is reported the loan is made for a period of three years at 8 per cent interest, the Government guaranteeing to liquidate the entire

loan in Peruvian pounds at the rate of 240 pence to the pound sterling. This latter provision was probably stipulated so as to provide against a loss through the depreciation of the Peruvian paper pound, which is to-day rated at about \$1.20 for three days sight drafts on New York.

Manufacturers of structural and railway material should communicate directly with the firm referred to [whose address may be had from the Bureau of Foreign and Domestic Commerce or its branch offices; ask for file No. 65190].

SHIPPING AT CAPE TOWN.

[Vice Consul John W. Dye, Cape Town, South Africa, July 15.]

Work at the Cape Town docks is brisk, largely on account of the movement of Government chartered vessels. Ordinary shipping is quiet, and all work will soon slack up, since the campaign in south-west Africa is at an end. The slackness in ordinary business is not due to a lack of freight, but the large number of steamers in use by the British Government. There has been a substantial increase in freight rates within the last week, which it is hoped will attract steamers.

During the past month, June 15 to July 15, there have been the following arrivals from American ports:

June 16, 1915, *Kasama*, of the Ellerman & Bucknall Line, from New York, with 2,650 tons of general cargo for Cape Town, including 26,000 cases of kerosene.

June 24, 1915, *Vimeria*, of Gow, Harrison & Co., from Port Arthur, Tex., with 87,000 cases of kerosene, alcohol, grease, etc., all consigned to the Texas Oil Co., Cape Town.

July 1, 1915, *Gezine*, Norwegian, from Portland, Oreg., with a cargo of wheat for Cape Town.

July 4, 1915, *Century*, British, of Howard Smith & Co., from New York, with a general cargo en route to South Australia.

The *Susquehana*, of the Union Castle Line, is now due from New York, and the *Royal Prince*, of the Prince Line, is expected to arrive from New York on July 20, 1915, with a full cargo of American goods, including a large shipment of oil.

NEW CUBAN-SPANISH STEAMSHIP LINE.

[Consul P. Merrill Griffith, Santiago de Cuba, Aug. 26.]

It has been authoritatively reported that a new, efficient, regular monthly passenger and freight steamship line is to be established by Pinillos, Izquierdo & Co., of Cadiz, between Northern Spain and Cuba. Vessels leaving Bilbao will stop at Santander, Gijon, Corunna, and Vigo, and will have as terminal ports Habana and Santiago de Cuba. They will also stop at other important ports of Cuba, such as Guantanamo, Manzanillo, Gibara, Nuevitas, etc.

Owing to the European war, communication from the north of Spain with Cuba, with the exception of Habana, has been seriously affected for many months, and the establishment of this new service seems to meet with general approval.

The new vessels to be used are the *Barcelona* and the *Cadiz*, each of 10,000 tons and a speed of 15 knots. The former is scheduled to sail from Bilbao, Spain, on September 2, and the latter on October 2.

FOREIGN TARIFFS.

BRAZIL.

Port Charges and Facilities for Handling Coal at Rio de Janeiro.

A detailed report regarding facilities for handling coal, the possibility of securing return cargoes, and the port and other charges at Rio de Janeiro has been transmitted to the Bureau of Foreign and Domestic Commerce by Consul General A. L. M. Gottschalk, Rio de Janeiro, and will be loaned to those interested upon application. The report has been carefully prepared by an expert on this subject and should prove of great value to those interested in Brazil as a market for American coal.

CUBA.

[Customs Circular No. 13, Aug. 6, 1915.]

Importation of Cattle from the United States.

The prohibition against the importation into Cuba of cattle, sheep, goats, and hogs from the United States, which was adopted because of the prevalence of the foot-and-mouth disease in this country, has been repealed, and these animals may now be imported through the port of Habana upon compliance with the prescribed regulations. Live stock coming from the United States is subject to quarantine for a period of 10 days from the date of embarkation, and every animal must be dipped upon disembarkation, while hay, straw, and other objects which have been in contact with the live stock must be destroyed.

ECUADOR.

[Consul General Frederic W. Goding, Guayaquil, July 23, 1915.]

Reduction in Export Duty on Ivory Nuts.

A decree of the President of Ecuador, in effect August 1, 1915, reduces the export duty on unshelled ivory nuts (tagua) from 4 to 2 sucres per 100 kilos. The export duty on shelled ivory nuts is reduced from 6 to 3 sucres per 100 kilos (kilo 2.2046 pounds, sucre \$0.48665).

RUSSIA.

[Vyestnik Finansov, July 26 (Aug. 8), 1915.]

Excise Tax on Wines.

An Imperial decree of July 14 (27), 1915, provides for the payment of an excise tax on wines, both foreign and domestic, at the following rates (ruble, nominally, \$0.515; vedro, 3.249 United States gallons): Still wines, 1.60 rubles per vedro; sparkling and raisin wines, 4.80 rubles per vedro.

Temporary Free Admission of Certain Products.

By an Imperial decree of July 14 (27), 1915, the articles included under the following tariff numbers are admitted free of duty, pending the conclusion of the war, when imported by way of the river Yenisei, in Siberia: 41, 59 (note 3), ex 81 (carbolic acid), 124, 139-142, 144, 152, 155 (1), 160, 161, and 167 (1, 4, 5, 9, 11). The articles covered by the above tariff numbers are fertilizers, beech staves, carbolic acid, iron and steel in various forms, lead, boilers and pipes, iron and steel wire, scythes, sickles, and other farm tools, tools for industrial purposes, and various machines and spare parts thereof, including agricultural machinery.

NOTTINGHAM SOLVES PROBLEM OF SEWAGE DISPOSAL.

[Consul C. M. Hitch, Nottingham, England, Aug. 10.]

The city of Nottingham has solved in a very simple and business-like manner what, to many other cities, has been a troublesome and expensive problem for many years. While some cities are spending large sums annually in sewage disposal, Nottingham has turned its sewage into a source of revenue.

Some years ago the city authorities conceived the idea of utilizing the sewage as a farm fertilizer, and accordingly two adjoining farms of 1,923 acres were purchased—one at Stoke Bardolph, 4 miles from Nottingham, and the other at Bulcote, 7 miles from the city. For the first few years the farm did not pay expenses, owing in part to want of experience and partly to improper management, but for the past three years it has yielded a profit over all operating expenses.

Crops Under Cultivation—Dairying and Stock Raising.

During 1914 there were 708 acres under cultivation, divided as follows: Wheat, 100 acres; barley, 20 acres; oats, 200 acres; beans, 46 acres; potatoes, 37 acres; swedes, 35 acres; mangolds, 100 acres; ox cabbage, 25 acres; kohlrabi, 50 acres; Italian rye grass, 95 acres.

Stock raising, with the exception of pigs, has to a great extent been abandoned, although large numbers of cattle and sheep are purchased and fattened on the farm for market. Nine hundred and sixty-four acres on the farm are devoted to pasture. It has been found more profitable to keep on hand only a sufficient number of hogs to consume the surplus produce of the farm. Pigs are bred and disposed of when 8 to 10 weeks old.

A herd of from 50 to 60 dairy cattle is kept on the farm. The cows are secured at their highest milking capacity, and special efforts are made to secure profitable results by liberal feeding and support during lactation. At the end of this period the animal is fat and healthy and can be sold to the butcher at a good profit within a short time. During the past year more than \$9,500 was realized from the sale of dairy products alone. The raising of young calves on the farm has been found to be undesirable and unprofitable, and they are therefore disposed of when a week or two old.

In addition to the dairy herd about 500 bullocks, from 3 to 3½ years old, are purchased each autumn, and these are grazed on the pastures during the spring and summer and sold to the markets as they become fat. During 1914 more than \$55,000 was received from the sale of beef cattle that had been pastured and fattened on the farm. This paid a net profit of about \$15,000. The bullocks are well matured at the age when purchased and the risk of disease usually associated with younger animals is overcome. This method is also considered advantageous in forcing a complete dispersion of the cattle annually, instead of keeping them on the land from birth to maturity.

The number of horses kept on the farm is regulated by the season and the amount of work to be done. About 80 to 90 are usually employed. A large proportion are mares of the Shire type, and the best of these, in addition to working, are utilized for breeding purposes. The foals are sold in the autumn of the year in which they are born and usually average about \$125 each. This plan is considered more profitable than keeping them and accepting all risks until they are old enough to work.

Farm Implements and Machinery.

The agricultural implements and machinery used on the farm consist of two 8-horsepower engines, one special plow, one special cultivator, one special harrow and drag, one special roller, one special kniferer, one water cart, one steam traction engine with six trucks, one thrashing machine, two 40-horsepower, one 20-horsepower, and two 4½-horsepower gas engines, and one 2-horsepower petrol engine. At the Bulcote farm there is a suction gas plant. The whole of the grinding, cake, pulping, and pumping machinery there is driven by electric motor and the buildings are lighted by electricity, which is generated on the premises.

The other implements consist of self-binders, grass-mowing machines, Oliver and Hornsby digging plows, heavy drags, joint and diagonal harrows, horse hoes, and the usual complement of smaller tools suitable for working a farm of this size.

Methods of Manipulating the Sewage—Its Value as a Fertilizer.

The sewage all gravitates to the farm from Nottingham through one large sewer. On arrival at the farm it flows from the main sewer in various directions by means of open "carriers" made of concrete. These are of sufficient capacity and strength to convey the quantity of sewage required for the area of land they are intended to control. A staff of men is always in attendance to deal with and apply the sewage where it is required. The method of "broad irrigation" is the one adopted on the farm. The sewage is only partially screened before use and, except for the removal of rags and large substances, it is in its crude state on reaching the land.

The method of manipulation is as follows: The concrete carriers mentioned go through and are intended to supply a certain acreage of land, which is divided into areas of various sizes, all of these having been previously surveyed and the levels ascertained. The crops are of various kinds, and the greater portion of them are suitable for irrigation. After the young crops are big and strong enough to withstand sewage, a "carrier," or grip, is drawn with a plow from a sluice in the main concrete carrier. From this grip smaller tracks are made by a ridging plow at intervals in the crop between the rows, where a suitable "fall" for the sewage may be obtained. The man in charge then commences operations by distributing the fluid over the land as evenly as possible. This goes on until the whole field is completed. In all cases the judgment of those in charge must be the determining factor as to whether the proper quantity of sewage has been applied to the crop. This method is the one generally used on all the pastures and crops capable of being irrigated and is the only one that will secure a satisfactory effluent and avoid the offensive odors that are always associated with sewage disposal. The crops that will take and thrive on repeated applications of sewage are Italian rye grass, ox cabbage, mangolds, and kohl rabi.

The work is not done in accordance with any recognized system of rotation in cropping, as special efforts must naturally be directed to the effective disposal of the sewage, through which the whole system is regulated and controlled. None of the grain crops are irri-

gated during the period of growth. This period is usually looked upon as a chance for allowing the land to "rest."

It is difficult to speak with any certainty as to the manurial value of sewage sludge. Extremely good results have been obtained, after the land had been heavily sewage, by making "lagoons," filling them, and allowing the sludge to settle. A very excellent manuring is thus obtained, and this leads to the belief that it is of considerable value as a fertilizer. Naturally much depends on what trade refuse is in the sewage; but in almost all sewage there is a good percentage of lime, and this is perhaps its best ingredient.

All the land is very heavily underdrained; stoneware pipes, varying in size from 4 to 24 inches, are systematically arranged to secure the effective filtration of the sewage. The effluent is thus carried off into the river Trent.

Financial Results—Success of the Undertaking.

The financial statement for the year ended March 31, 1915, shows the farm to be in a prosperous and paying condition. The appraised value of the stock, farming implements, and other property on hand, exclusive of the value of the land, amounted to \$116,815, while the receipts during the year from the sale of cattle, farm produce, dairy products, etc., amounted to \$99,743. The principal sources of income were as follows: Sale of cattle, \$56,900; of horses, \$2,900; of pigs, \$2,075; of poultry, \$180; of produce, \$24,700; of dairy products, \$9,600; rents, \$2,000.

During the past three years the city of Nottingham has not only been able to dispose of its sewage without one cent of expense to the taxpayers, but, on the contrary, it has been receiving a profit on the undertaking. The net profits of the farm for 1914, after paying all operating expenses and writing off \$1,000 for depreciation in farm machinery, amounted to \$2,987.70.

The results obtained point emphatically to the value of the broad irrigation system for sewage disposal, and it would apparently be well worth while for other cities confronted with the problem of sewage disposal to study carefully the plan adopted by Nottingham with such remarkable success.

MANCHESTER'S IMPORTS OF RAW COTTON.

[Consul Ross E. Holaday, Manchester, England.]

According to "Cotton," the official journal of the Manchester Cotton Association (Ltd.), the importations of raw cotton direct to the Manchester docks during the cotton year ended July 31, 1915, amounted to 771,672 bales of all descriptions, against 762,165 bales in the preceding season. The detailed figures for 1914-15 were: American, 620,487 bales, against 530,601 bales in the previous season; Egyptian, 149,426 bales, against 229,194 bales; other growths, 1,759, against 2,370 bales.

The American importations increased by 16.9 per cent compared with 1913-14, and are eminently satisfactory in view of the exceptional circumstances which ruled throughout the season. The decrease shown in Egyptian imports is chiefly accounted for by the smaller "takings" by the mills spinning Egyptian fiber.

The stock of cotton in Manchester on July 29 last totaled 88,744 bales of all descriptions, compared with 67,781 bales 12 months ago.

OSTRICH FEATHER INDUSTRY FAILS TO RALLY.

[Consul E. A. Wakefield, Port Elizabeth, South Africa, July 14.]

Although ostrich feathers have for some years been the chief product agriculturally of the Port Elizabeth district, in the opinion of the business men of the community the future of this huge industry is somewhat problematical.

Some weeks ago the municipal public market was opened after having been closed for practically an entire year. For two or three weeks sales were fairly brisk and prices were on the upgrade. During the week ended July 3, 1915, the total weight disposed of exceeded 14,000 pounds, which constituted a record during any one week, but on Monday, July 5, the market opened with little demand, and feather dealers decided to close for the balance of the week. This week the market opened for two days, with a fair average sale of feathers.

Speculators Produce Abnormal Prices.

Prices have been slightly lower this week than during the first few days following the reopening of the municipal market, but they are still sufficiently high when the real demand is taken into consideration. In fact, they are actually higher than market requirements warrant, but local speculators are largely responsible for this.

Most of the feathers are new season's pluckings, or feathers which have been held back by the farmers themselves in anticipation of better prices. Almost all the old stocks held here by the commission houses have been disposed of. What the production may be in the next year is a debated question. Certainly many thousands of birds have perished during the past year and many more are now dying from lack of food. There has been a very severe drought in many ostrich-producing sections, and in addition the Government has required, for military purposes, many thousands of tons of alfalfa, which is ordinarily fed to cattle and ostriches during the winter season.

Some estimates, based upon known conditions, place the decrease in the number of ostriches now held here at 50 per cent. This is undoubtedly much too high. While losses have been heavy and little breeding has been attempted to replace them, 30 per cent should cover the total shrinkage in the number of ostriches now held in Cape Province.

War Affects Future Prospects.

So long as the war lasts it is difficult to see how present conditions can improve. Moreover, during the time that must elapse before normal conditions prevail, it is probable that ostriches will continue to decrease in numbers, although not so rapidly as heretofore.

The present demand is almost entirely from New York, and when that market has taken all it can assimilate the demand eases off. Incidentally, American dealers are beginning to realize thoroughly the fact that it is unnecessary to purchase feather stocks through London agents or dealers. As the American buyer is able to have his own personal representative under circumstances as favorable as the London purchaser, the necessity for purchasing through London houses never existed.

JULY EXPORTS OF FOODSTUFFS, OILS, ETC.

The following table shows the exports of domestic breadstuffs, cottonseed oil, food animals, meat and dairy products, cotton, and mineral oils from the principal customs districts of the United States during July, 1914 and 1915, and the seven months ended July, 1914 and 1915, as compiled at the Bureau of Foreign and Domestic Commerce, Department of Commerce:

Items.	July—		7 months ending July—	
	1914	1915	1914	1915
EXPORTS BY GROUPS.				
Breadstuffs.....	dollars.. 29,713,469	23,297,088	91,094,146	343,032,094
Cottonseed oil.....	pounds.. 5,839,273	21,045,237	118,495,006	234,866,247
Cattle, hogs, and sheep.....	dollars.. 462,996	1,481,626	8,472,748	16,612,954
Meat and dairy products.....	dollars.. 71,868	1,253,731	629,173	1,806,663
Cotton.....	bales.. 8,112,035	19,660,673	71,810,523	155,257,395
	pounds.. 126,186	244,474	3,713,294	5,937,361
	dollars.. 64,296,921	126,347,513	1,916,690,093	3,096,920,881
Mineral oils.....	dollars.. 7,949,338	11,688,439	235,095,813	271,151,317
	gallons.. 230,269,485	215,595,691	1,348,173,539	1,286,660,756
	dollars.. 14,036,049	12,711,950	86,482,167	78,818,698
Total.....	dollars.. 60,345,755	70,093,507	493,584,570	866,679,121
EXPORTS BY PRINCIPAL ARTICLES.				
Corn.....	bushels.. 560,465	2,100,392	5,781,102	38,655,636
	dollars.. 435,264	1,755,480	4,317,046	31,639,784
Oats.....	bushels.. 61,283	8,764,179	1,229,062	71,656,736
	dollars.. 26,776	5,212,715	471,575	44,090,345
Wheat.....	bushels.. 26,158,222	7,819,000	55,814,093	123,202,141
	dollars.. 23,840,341	9,826,542	52,722,789	184,986,034
Flour.....	barrels.. 833,064	830,143	6,056,417	9,896,726
	dollars.. 3,815,061	5,265,522	27,889,174	61,232,960
Beef, canned.....	pounds.. 310,422	10,060,222	1,933,013	56,202,576
	dollars.. 39,207	1,446,660	253,118	8,728,263
Beef, fresh.....	pounds.. 385,947	21,378,109	3,811,418	163,027,802
	dollars.. 40,025	2,728,353	476,915	20,898,859
Beef, pickled, etc.....	pounds.. 2,185,689	9,150,121	13,635,985	28,715,462
	dollars.. 202,467	835,759	1,333,607	3,079,940
Oleo oil.....	pounds.. 8,240,513	8,338,017	59,857,245	55,283,168
	dollars.. 829,292	1,036,044	6,086,403	6,716,223
Bacon.....	pounds.. 10,805,814	37,971,504	98,163,200	288,738,099
	dollars.. 1,509,311	5,233,444	13,202,039	38,542,516
Hams and shoulders.....	pounds.. 11,771,491	26,970,771	93,429,919	169,742,850
	dollars.. 1,685,043	3,820,683	13,311,227	23,544,627
Lard.....	pounds.. 24,235,161	21,021,515	255,530,182	294,677,531
	dollars.. 2,632,485	2,195,076	28,448,572	31,267,884
Neutral lard.....	pounds.. 1,014,141	1,191,967	15,606,218	20,017,527
	dollars.. 121,201	126,093	1,705,533	2,302,738
Pork, pickled, etc.....	pounds.. 3,689,074	5,162,420	23,822,314	37,132,032
	dollars.. 405,747	542,667	2,574,732	3,962,713
Lard compounds.....	pounds.. 5,166,106	5,353,066	33,301,139	40,720,967
	dollars.. 470,494	453,366	3,100,429	3,406,456
Crude oil.....	gallons.. 16,610,584	11,327,922	67,548,588	87,897,787
	dollars.. 667,320	202,323	2,971,219	2,397,014
Illuminating oil.....	gallons.. 110,627,691	79,035,922	651,296,156	495,323,057
	dollars.. 6,685,570	4,538,933	42,172,501	29,492,868
Lubricating oil.....	gallons.. 17,324,959	24,745,933	111,711,335	141,567,144
	dollars.. 2,149,399	3,278,588	15,285,202	18,510,028
Gasoline, naphtha, etc.....	gallons.. 26,744,657	23,471,078	119,242,636	157,224,259
	dollars.. 2,931,678	2,545,900	15,474,443	17,705,104
Residuum, fuel oil, etc.....	gallons.. 58,961,594	77,014,336	398,374,824	404,648,539
	dollars.. 1,562,082	2,146,206	10,578,802	10,714,164

FIRE LOSSES IN CORK-GROWING DISTRICTS.

[Consul Paul H. Foster, Jerez de la Frontera, Spain, Aug. 14.]

Forest fires in the cork-growing district of Ubrique, a large part of which is the property of the municipality of Jerez de la Frontera, and which furnishes a considerable portion of the city's income, have been raging for several days past. The loss up to the present time is estimated at \$150,000, and so far as the present generation is concerned is irreparable, as 40 to 50 years are needed to bring a cork-oak to maturity.

CANADA FACES A SHORTAGE OF MAPLE SUGAR.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 30.]

One of the largest Canadian producers states that, apart from small quantities being held by manufacturers for their own customers, there is no maple sugar to be had in the Dominion. This state of affairs was realized only a short time ago, when American buyers visited those who had a few carloads and bought them out at a comparatively high price. The present scarcity is attributed, first, to the operation of the pure-food law, and, second, to the small crop. The scarcity came more or less as a surprise to many, as maple sugar is a product that can safely be termed a luxury in war times.

A dealer in western Canada wrote to a Quebec firm for four barrels of maple sugar and received a reply to the following effect:

Before shipping, we wish to write you a few lines regarding market conditions. The crop this year, as you are probably aware, did not amount to much more than a third of what it was a year ago. The demand for the soldiers at the front has had a tendency to make it even scarcer. At present we do not know where to buy it, and are asking 12 cents per pound for what we have in stock. We were nearly cleaned out, but have retained a small amount for the benefit of our old customers, and are able to offer you four barrels at the above price. We do not expect you will be able to buy at less than 15 cents in a short time. Wire us whether to ship at this figure.

Effect of Pure-Food Legislation—Maple Sirup.

The effect of the pure-food legislation recently introduced has been to put a lot of the black maple sugar, made under more or less primitive surroundings by the farmers, off the market. After much of this sugar had been confiscated by the Canadian Government many farmers, feeling the pinch, complained to the Quebec provincial government. Another effect of the law has been to cut down considerably the number of manufacturers, especially those who were making a compound or mixture. Much of the inferior maple sugar made by the farmers of Quebec under the old conditions was bought by manufacturers of tobacco, candy, etc., and with a new standard in force, a small crop, and many of the farmers unprepared to turn out sugar of standard grade, there had been an unprecedented demand for the better-class product, resulting in the present scarcity.

The situation regarding maple sirup, while not so acute, is worthy of consideration. One of the largest manufacturers in Canada raised his price 10 per cent last month; he explains, however, that this advance was intended to make up for the higher prices he had to pay for the raw material last spring and to prepare the consumer for what will undoubtedly take place next spring. He states that his present stock amounts to about 25,000 gallons.

Outlook for Next Year.

On May 1, 1916, the duty of 3 cents per pound on maple sugar and sirup imported into the United States will be removed. Canadian manufacturers confidently expect that this will mean a bigger demand from the States, and preparations are being made to increase the output next year.

It is believed that the present high prices will prevail until the first shipment of the new crop is away next spring. If there is a big crop, prices will either remain as they are or drop. Some dealers think they will remain high, as all other sugars are high.

[Imports of maple sugar and sirup into the United States from all sources during the fiscal year ended June 30, 1915, totaled 1,478,762 pounds, valued at \$125,571.]

COMMERCE THROUGH THE SAULT STE. MARIE CANALS.

The following tables show the quantity of each of the principal commodities and the number of passengers carried through the United States and the Canadian Sault Ste. Marie (Soo) Canals during August and for the season, until August 31, 1914, and 1915:

[From a report of the United States engineer in charge of the United States canal at Sault Ste. Marie, Mich.]

FOR AUGUST.

Articles.	United States canal.		Canadian canal.		Total both canals.	
	1914	1915	1914	1915	1914	1915
EASTBOUND.						
Copper.....short tons..	9,515	13,952	676	2,012	10,191	15,964
Grain.....bushels..	997,192	1,084,874	1,239,632	1,177,406	2,236,824	2,262,280
Flour.....barrels..	1,000,940	1,074,490	347,460	303,088	1,348,400	810,568
Iron ore.....short tons..	1,641,848	7,383,520	4,251,419	481,503	5,893,267	7,865,029
Iron, pig.....do.....	.....	.....	.....	2,550	.....	2,550
Lumber.....M ft. b. m..	63,136	68,116	3,557	3,029	66,693	71,145
Wheat.....bushels..	1,998,114	577,309	2,189,217	1,860,971	4,187,331	2,438,280
General merchandise, short tons	20,314	23,788	18,479	17,122	38,793	40,910
Passengers.....number..	5,507	4,719	3,491	4,531	8,998	9,250
WESTBOUND.						
Coal, hard.....short tons..	238,952	268,948	54,107	11,000	293,059	279,948
Coal, soft.....do.....	1,808,341	1,697,922	275,440	73,090	2,083,781	1,771,012
Manufactured iron.....do.....	20,314	19,157	11,477	1,058	31,791	20,215
Salt.....barrels..	91,475	96,307	1,302	140	92,777	96,447
General merchandise, short tons	94,796	160,518	57,198	45,385	151,994	205,903
Passengers.....number..	5,628	4,733	4,096	4,619	9,724	9,357
Total freight:						
Eastbound, short tons.....	1,959,822	7,630,980	4,400,632	618,257	6,360,454	8,249,237
Westbound, short tons.....	2,176,124	2,160,991	398,406	130,553	2,574,532	2,291,544
Both ways, short tons.....	4,135,946	9,791,971	4,799,040	748,810	8,934,986	10,540,781
Vessel passages.....number..	2,049	2,668	939	551	2,988	3,219
Registered tonnage.....net..	3,868,652	7,240,604	2,931,303	1,033,870	6,799,955	8,263,474

FIVE MONTHS ENDING AUG. 31.

EASTBOUND.						
Copper.....short tons..	38,773	71,536	1,505	7,718	40,278	79,254
Grain.....bushels..	13,400,539	10,267,403	18,954,978	8,783,048	32,355,517	19,030,451
Flour.....barrels..	3,975,052	2,722,067	1,169,100	1,156,548	5,144,212	3,876,005
Iron ore.....short tons..	5,913,547	24,992,586	14,719,647	970,201	20,633,194	25,982,787
Iron, pig.....do.....	9,375	.....	2,200	2,560	11,575	2,560
Lumber.....M ft. b. m..	276,533	260,470	11,750	28,878	288,283	249,348
Wheat.....bushels..	13,130,694	31,046,079	46,845,459	10,018,679	59,976,753	41,064,758
General merchandise, short tons	118,357	91,151	51,606	81,678	169,863	172,829
Passengers.....number..	13,397	10,816	11,102	10,909	24,499	21,725
WESTBOUND.						
Coal, hard.....short tons..	1,172,051	1,238,691	254,540	35,483	1,426,591	1,274,124
Coal, soft.....do.....	6,639,199	6,340,862	1,351,422	202,765	7,990,621	6,552,627
Flour.....barrels..	367	100	150	.....	517	100
Grain.....bushels..	.....	31,250	.....	.....	.....	31,250
Manufactured iron, short tons	119,650	107,668	42,682	8,142	162,332	115,819
Salt.....barrels..	437,672	376,983	58,436	16,870	496,108	393,853
General merchandise, short tons	422,517	524,381	239,710	155,725	662,227	680,106
Passengers.....number..	12,777	11,149	14,948	10,145	27,225	21,294
Total freight:						
Eastbound, short tons.....	7,618,526	27,020,671	16,681,613	1,701,296	24,300,139	28,721,967
Westbound, short tons.....	8,419,103	8,277,690	1,896,617	404,625	10,315,820	8,632,185
Both ways, do.....	16,037,629	35,298,331	18,578,330	2,105,821	34,615,959	37,404,153
Vessel passages.....number..	7,859	9,618	4,001	2,148	11,860	11,766
Registered tonnage.....net..	15,006,879	26,331,676	11,591,866	3,471,713	26,568,745	29,803,339

NOTE.—The United States canal opened on Apr. 20, 1914, and on Apr. 17, 1915. The Canadian canal opened on Apr. 20, 1914, and on Apr. 18, 1915.

INCREASED COST OF LIVING IN Breslau DISTRICT.

[Consul Harry G. Seltzer, Breslau, Germany, Aug. 7.]

The maximum prices quoted in Breslau for grain of good quality from last year's harvest are: Wheat, \$6.07; rye, \$5.12; oats, \$7.26; barley, \$7.14; all per 100 kilos (220.46 pounds).

Butter is quoted wholesale at 188 marks per 50 kilos (\$0.406 per pound) and sells for \$0.47 to \$0.50 per pound. Dealers explain the steadily rising prices by referring to the high quotations of Berlin and other large cities in North Germany, and state that they are compelled to meet these quotations in order to secure the products of South German farmers and manufacturers, who would otherwise ship to Berlin.

Textile Prices Advance—Sheet-Iron Wares.

Cotton goods have been advanced 45 per cent at retail since the opening of the war, due to the steadily rising prices and limited supplies of cotton yarn. Woolen goods have not yet advanced in the same proportion, not being in such strong demand at this time of the year, but with the coming of winter the increase in price may even surpass that of cotton goods. Linen goods have not experienced the same relative increase, since the raw material is largely produced in Germany, but manufacturers are somewhat uneasy about sufficient supplies to meet the regular demand.

The Union of Manufacturers of Galvanized Sheet-Iron Wares has decided upon an increase of 40 per cent in prices on galvanized plates, dishes, and other vessels for domestic use to go into effect immediately. This is due to a further increase in the prices of the raw materials, to the lack of labor, and to the advancing cost of such labor as is still available.

Tin Toys—Shoes and Leather Goods.

The Union of Tin Toy Manufacturers has increased the wholesale price of tin toys and mechanical figures 25 per cent since the opening of the war. The latest increase of 10 per cent in the beginning of August is due to the high prices of raw materials caused by the military requisitions.

German-made shoes have advanced 25 to 35 per cent since the opening of the war and such American-made shoes as are still in stock have advanced 30 to 50 per cent. One Breslau dealer informs me that he has not been able to import any shoes from America since August, 1914; while another dealer, who has established an excellent trade in a well-known make, says that he has not received any shoes since February, 1914. An attempt was recently made to relieve the leather situation by an order releasing such supplies for domestic use as may not be required for military purposes, but this has not yet affected the prices, except in sole leather and scraps for shoe repairing. Another effort is now being made to relieve the hide situation by an order requiring the slaughter of steers in this district. The beef is to be conserved in municipal cold-storage warehouses and sold at prices fixed by the city government.

More coffee is being used by the people of British South Africa. Imports of raw coffee, which in the four months ended April, 1913, amounted to 6,627,141 pounds and in the like period of 1914 to 8,564,053, rose to 12,741,715 pounds in the first four months of the current year.

INDUSTRIES OF FAR NORTHERN LANDS.

[Commercial Attaché Henry D. Baker, Petrograd, July 23.]

Plans are under way at Petrograd for consolidating into one company under Russian organization all the coal-mining claims and properties (including an important American property) in Spitzbergen, about 500 miles due north of Norway and nearly 80° north latitude. On this territory in the Arctic Ocean, which is about the last outpost toward the almost unknown region surrounding the North Pole, the coal-mining already carried on, chiefly by American capital, easily holds the "farthest north" record of organized industry, just as the penguin-oil industry of Macquarie Island, in the Antarctic Ocean, belonging to Tasmania, has held the "farthest south" record.

Coal Mining of Spitzbergen—Proposed Syndicate.

Spitzbergen has a population of about 400 persons, mostly Norwegians, but including several Americans. Practically all the population is engaged in coal mining, the most important operations being conducted at Advent Bay by an American company, which has been working its claims for 10 years and now takes out about 50,000 tons of coal per annum. All this coal, which is said to be of exceptionally high grade (soft coal, 15 per cent superior to Newcastle coal), is shipped to Tromsø, in northern Norway, and sold to the Norwegian Government for use on the State railways. There are also three Norwegian companies working claims in Spitzbergen, one at Advent Bay and two at Green Harbor.

To carry out the project of combining all the coal properties in operation at Spitzbergen under one company, there has been preliminary organization of a syndicate of Russian capitalists in Petrograd, which, at a cost of over \$20,000, has already bought options for the right to purchase before January 1, 1916, all the properties and claims in Spitzbergen, including that of the American company. A well-known mining expert has been engaged by this syndicate to sail in August from Tromsø for Spitzbergen, where he will spend several weeks in investigating all the claims and properties there. If his report corroborates the present understanding concerning these Spitzbergen coal lands, it is the intention to organize in Petrograd a company capitalized for over \$4,000,000 to purchase and develop the mines and claims. [The name of the organizer of this enterprise may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 567.]

No Government at Spitzbergen—Communication.

The conditions at Spitzbergen are unique, in that this is probably the only inhabited and promising part of the world that is under the sovereignty of no country, has no government of any kind; and no police force, courts, laws, or regulations. No person or company can expect to hold or own any property or claim in Spitzbergen, unless it is actually worked or occupied. In case of any claim or property being usurped by newcomers, there could apparently be no redress or damages except by the use of force or through negotiations between the Governments of which the two claimants might be subjects. [In June, 1914, Norway, Sweden, Denmark, Russia, Netherlands, Germany, France, Great Britain, and the United States

sent representatives to Christiania to organize some form of administration for the island but adjourned on July 30 without completing their labors. The proposed resumption of their work in February of this year was prevented by the war.]

Communication with Spitzbergen is effected chiefly by means of a steamer belonging to an American coal company, which makes the distance of 400 miles between Tromsø, Norway, and Advent Bay, Spitzbergen (one-third of the distance between Tromsø and the North Pole), in about 48 hours. The passage between Spitzbergen and Norway is made only during June, July, August, and September, the ice around the island rendering it inaccessible during the rest of the year. The steamer mentioned can carry a load of 3,400 tons weight, and makes enough passages during the four months to take away from Spitzbergen the entire annual output of coal from the American mines, as well as to bring to Spitzbergen needed supplies and equipment.

Mining Methods—Conditions on the Island.

While Spitzbergen is not mountainous, the surface is broken up by hills 400 feet to 700 feet high. All the coal is found above sea level, mostly in two layers under the surface. It is mined with comparative ease, conveniently near the coast line, by driving lateral shafts through the hills. The ground is honeycombed with these shafts until the surface above is supported only by a few columns. These are then taken away and the surface falls in, the mining then being easy, open work. As the coal is thus mined above sea level and near the beach, its conveyance to the ship waiting for it is simply arranged by letting it drop down through chutes.

As there is no timber on Spitzbergen, all the timber used for dwellings or for mining purposes has to be brought from Norway. Most of the food also is imported, but there is a fairly plentiful supply of fish, seal, reindeer, and white bear. The climate of Spitzbergen, notwithstanding its extreme cold, is said to be remarkably healthful, and there is little or no sickness there. Moreover, the conditions of mining are exceptionally safe, owing to the fact that explosions of gas can never occur; the mines are free from water or dampness, and the formation of dangerous gases is impossible. The frozen condition of the ground and the location of the mines above sea level account for the absence of moisture. Although Spitzbergen has never been carefully explored nor carefully studied except near the coast, surface indications point to the presence of many hundred million tons of coal in this remote northern part of the world.

Franz Joseph Land Practically Unknown—Nova Zembla.

About 200 miles east of Spitzbergen, and lying just above the eightieth degree of north latitude, is Franz Joseph Land, which was discovered accidentally some years ago by an Austro-Hungarian subject, and has been considered as belonging to Austria-Hungary. In August, 1914, shortly after the present war had broken out, an expedition from Russia, which had gone to Franz Joseph Land primarily to rescue certain persons stranded there, planted the Russian flag and made formal claim to the land for the Russian Empire. There is a certain amount of sealing and fishing around the southern shores of Franz Joseph Land, but it is not yet known whether this region, like Spitzbergen, contains resources of great

economic value. The period during which ice conditions permit of visits to Franz Joseph Land is much more limited than in the case of Spitzbergen.

Nova Zembla, belonging to Russia, lying about 300 miles south of Franz Joseph Land, and separated by a narrow strait and by the Kara Sea from Western Siberia, is said to have resources in lead and copper, but the existence of such metals in paying quantities has never been carefully investigated. A small group of persons live at the southern end of Nova Zembla, chiefly those in charge of a wireless station for the Russian Government. The principal duty of the wireless station is to report ice conditions in the Kara Sea, so that navigators may be apprised concerning the feasibility of entering the waters north of Siberia, and also to report the presence of any persons shipwrecked, stranded, or caught in the ice. There is a fair amount of sealing and fishing around Nova Zembla, but no other industry at present.

IMPORTS AND EXPORTS OF COPPER.

The imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan during the week ended August 28, 1915, follow:

IMPORTS.

Countries.	Ore, matte, and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	Pounds.		Pounds.	
Canada	351,200	\$61,460	41,638	\$4,855
Chile	25,316	4,051	755	151
Peru	106,477	16,170	2,826,125	389,491
Japan			832,580	116,561
Total	482,993	81,681	3,701,098	511,658

DOMESTIC EXPORTS.

Countries.	Ore, matte, and regulus.		Pigs, ingots, bars, plates, and old, etc.	
	Tons.		Pounds.	
France			3,799,811	\$724,730
Italy			59,321	12,073
Sweden			1,120,350	226,871
England			2,903,349	531,291
Scotland			117,555	22,130
Canada	922	\$3,482	30,377	6,209
Nicaragua			6,335	1,269
Mexico			3,085	545
Cuba			10,446	2,230
Argentina			11,313	2,214
Brazil			35,621	6,476
Peru			7,915	1,520
Dutch East Indies			15,899	3,305
Australia			2,164	671
Total	922	3,482	8,123,441	1,542,133

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

USE OF FIRE BRICK IN ARGENTINA.

[Consul General L. J. Keena, Buenos Aires, Argentina.]

The principal use of fire brick in Buenos Aires is for settings for boilers, evaporators, dryers, and all other classes of machinery in which there is a furnace. The largest use is for boiler settings. There are no blast furnaces in this country.

The ironworking industries in Argentina are very little developed, and promise very little for the future, as the raw materials—iron, coal, and coke—all have to be imported. The item of freight on coal is ordinarily greater than the cost of the coal at the port of shipment.

Two local rolling mills are the largest users here of fire brick. Their products are principally ornamental ironwork, light structural pillars, etc. [Names of these companies may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 49400.]

Use by Railroads—Countries Furnishing Supply.

Railroads which use some fire brick in their shops are: Bahía Blanca & Northeastern Railway, Florida 753; Ferrocarril Buenos Aires al Pacífico, Florida 753; Ferrocarril Central Argentino, Bartolomé Mitre 299; Ferrocarril Central Buenos Aires, Corrientes 4002; Ferrocarril del Sud, Plaza Constitución; and Ferrocarril Western of Buenos Aires, Pueyrredón 128, all of Buenos Aires. The Compañía Anglo Argentina de Tranvías de Buenos Aires, Avenida de Mayo 819, is also a purchaser.

Fire brick is received principally from England, Germany and Belgium. The imports in 1912, 1913, and for six months of 1914, in numbers, were:

Countries of origin.	Number.
England.....	5,181,000
Germany.....	309,000
Belgium.....	238,000
United States.....	101,000
All others.....	41,000
Total for 1912.....	5,928,000
Total for 1913.....	4,691,000
First half of 1914.....	1,982,000

Range of Prices and Shipping Terms.

In price, fire brick ranges from \$28.80 to \$38.40, United States currency, per thousand, delivered at the port of entry. All sales of fire brick appear to be made on a delivered price, the shipper prepaying the freight. Ordinarily fire brick is purchased by the consumer from local machinery-supply houses, and practically the only cases in which it is shipped from abroad direct to the consumer are where it accompanies a purchase of machinery.

There are no Government regulations as to the sizes and weights of packages of bricks. They are generally shipped in export crates. A crate generally contains from 58 to 68 bricks, and a standard crate contains about 4.5 cubic feet. The weight of 1,000 bricks, crated, will be approximately 7,700 pounds and will take about 85 cubic feet space.

Some of the most usual English sizes are: No. 4, 9 by 4½ by 2½ inches; No. 5, 9 by 4½ by 1½ inches; No. 6, 9 by 2½ by 1½ inches.

Fire brick for settings of evaporators generally weighs from 6½ to 7 pounds, the principal American names being No. 1 Arch, No. 1 Wedge, Hayes Run 9-inch, and Orvis 9-inch.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

- Machinery**, No. 18226.—The commercial attaché of the Department of Commerce in Chile reports that a business man in that country desires to establish a plant for the purpose of making a butter substitute and preparing edible oils and fats. He also desires machinery for extracting oil and the hydrogenation of fats and oils. He states that he desires to purchase a complete plant, and states that he is prepared to pay cash in advance. He desires a plant of proven efficiency. He does not care to make any experiments. He is also interested in machinery for making soaps. Duplicate copies of catalogues, etc., should be sent to the commercial attaché.
- Fustic**, No. 18227.—An American consular officer in Honduras writes that he is advised that there is available for delivery within three months about 200 to 250 tons of fustic. He transmits the name of a firm which is interested in the exportation of this commodity.
- Agricultural implements**, No. 18228.—A Russian firm informs the Bureau that it desires to make agency connections for mowers and plows, hand or horse operated hay presses, and plumbing and heating supplies. Reference is given. The firm desires to deal on a cash basis.
- Household supplies**, No. 18229.—An American consular officer in France transmits the names and addresses of a number of merchants who desire to represent American manufacturers and exporters of household articles of all kinds.
- Wool waste**, No. 18230.—A firm in the United States writes the branch office of the Bureau in Boston that it desires to be placed in communication with dealers in wool waste.
- Tobacco**, No. 18231.—An American consular officer in Burma reports that a firm in his district desires to receive names and addresses of American manufacturers and exporters of chewing tobacco. Samples, price lists, and full information should be forwarded at once.
- Tobaccoists' supplies**, No. 18232.—The bureau is in receipt of a letter from a business man in the Philippines who desires to receive catalogues, price lists, and full information from manufacturers and exporters of pipes and tobaccoists' sundries.
- Bromide of potassium**, No. 18233.—A firm in the United States is in receipt of a communication from a business man in Switzerland stating that he desires to receive offers from American exporters of bromide of potassium. It is stated that the buyer is willing to make a cash deposit in any designated bank or will make payment against shipping documents on arrival of the goods.
- Milled steel**, No. 18234.—The Bureau of Foreign and Domestic Commerce is in receipt of a communication from a firm in the United States stating that its correspondent in the Straits Settlements desires to communicate with American manufacturers and exporters of milled-steel light angles, tees, flats, bars, and rolled-steel joists. Sections, weights, etc., should conform as nearly as possible to British sizes.
- Jewelry**, No. 18235.—An American consular officer in France has transmitted the name of a firm in his district which desires to represent American manufacturers and exporters of imitation jewelry.
- Soap**, No. 18236.—An American consular officer in Burma reports that a firm in his district desires to represent American manufacturers and exporters of household and laundry soap. Full information as to prices and conditions of agency, etc., should be sent at once.
- Drugs, etc.**, No. 18237.—The commercial attaché of the Department of Commerce in Chile transmits a letter from a business man in that country who desires to represent American manufacturers and exporters of drugs and druggists' supplies. The man states that he speaks and writes Spanish and is familiar with business conditions in South America. He states that he holds a diploma as a registered pharmacist in the United States and is familiar with business methods and customs in the United States. He submits references.

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BRITISH EMBARGO ON SHODDY.

[Telegram from American Consul General, London.]

Wool shoddy and shoddy containing cotton, whatever the proportion, are now subject to embargo in Great Britain, shipment except to British possessions being prohibited. [The exportation of shoddy containing more than one-third cotton was formerly permitted.]

CURRANT CROP IN GREECE.

[Cablegram from Consul A. B. Cooke, Patras, dated Sept. 4.]

The official estimate of the new currant crop in Greece is now 130,000 tons against earlier estimate of 160,000. The quality of fruit is reported as medium only.

CHINESE COMMISSION REPORTS ON AMERICAN TRADE.

[Cablegram from Commercial Attaché Julean H. Arnold, Peking, China, Sept. 8.]

The chairman and the secretary of the Chinese Commercial Commission to the United States are now in Peking arranging an audience with President Yuan Shih Kai. They state that the immediate establishment of a Chinese-American bank and a trans-Pacific steamship company are absolutely necessary for the advancement of American-Chinese trade. They enthusiastically express gratitude for the generous American hospitality given the commission while on its recent tour of the United States.

Over a million Calcutta jute bags were received at Honolulu from a Japanese vessel. They were for various Hawaiian sugar plantations.

COOPERATIVE MARKETING AMONG ONTARIO FARMERS.

[Consul Fred C. Slater, Sarnia, Canada, Aug. 26.]

For a number of years there has been more or less agitation in the more settled sections of Canada, particularly in Ontario, relative to cooperative marketing of farm products. It is hoped thereby to secure some of the middleman's profits for the producer. However, the advantages anticipated in this direction have not fully been realized. One of the greatest obstacles is that the farmers do not always put their united efforts back of the movement.

A bulletin just issued by the Ontario Department of Agriculture, devoted to education in the line of cooperative marketing, recites some of the obstacles in the way and gives detailed instructions for organization. In the main the obstacles are given thus:

So far in Ontario cooperation has not made as rapid progress as some would desire. The failures have been explained by one cause or another, the most frequent, perhaps, being the general lack of knowledge of the cooperative idea, sometimes spoken of as the "disloyalty of the members." A primary cause of many failures, and one which is not fully appreciated when cooperation is under discussion, is the lack of a proper basis of organization and the lack of proper business safeguards in the detail methods of doing business and of accounting.

It advises that a beginning be made with one or a few commodities only; that it is difficult to find a manager who can successfully market all farm products, through he may know markets and marketing conditions for a few. Incorporation is advised in preference to the copartnership plan.

FRENCH COMMERCIAL AND AGRICULTURAL COMMISSION.

[Consul Clarence Carrigan, Nantes, Aug. 18.]

An association of great importance to the commercial and agricultural growth of this part of France has recently been formed at Nantes. Under the presidency of the chairman of the Nantes Chamber of Commerce, a commercial and agricultural commission has been established with the object of encouraging in every possible way the creation of new industries in this district. A special study will be made of the possibility of transferring to this region the manufactures hitherto carried on in those northern Provinces that are now in enemy hands. It is confidently expected that, with the cooperation of the technical and industrial forces of France, the necessary encouragement will also be given to private enterprise and initiative in this part of the country.

Under the plans formulated by the commission, the development of commercial and technical education will be urged. Separate chemical, commercial, and agricultural institutes will be formed at Nantes. Banking interests will be asked to favor, so far as possible, local business investments.

As this movement counts among its members the leading industrial interests of this community and district, the results accomplished by the association should be of far-reaching importance. Moreover, industrial growth along the lines planned by the commission will undoubtedly create new openings in this region for raw products, machinery, and other supplies.

PULVERIZED COAL-BURNING SYSTEM ON STEAMSHIPS.

[vice Consul G. C. Woodward, Vancouver, British Columbia, Canada, Aug. 27.]

The Pacific Coast Steamship Co., of Seattle, Wash., with local offices in this city, operating passenger and freight steamers between San Francisco and Puget Sound ports and the latter-named ports and Alaskan ports, intend testing the possibilities of utilizing pulverized coal as fuel for marine boilers. The company plans the chartering of a tug for conducting a series of elaborate experiments on Puget Sound, with the view, if they prove successful, of installing powdered coal burning systems on their vessels. It is said that these experiments will be the first of their kind on Puget Sound, and the outcome will be watched with interest by all shipping companies on the Pacific coast.

As the cheapest grades of coal can be used in the pulverized form, it is believed that this system, if successful, will be much cheaper than the present coal-burning methods and as well a serious competitor of oil.

It is stated that where railroads have used this system the records show that the pulverized coal produces more steam than coal in its ordinary form and that smoke is eliminated. Dust and ashes are carried off in the exhaust and there is a saving of 15 to 20 per cent in the quantity of coal consumed, complete consumption taking place. As in the case of oil fuel, a strong artificial draft is necessary, while grates, ash pans, smoke-box netting, spark hoppers, firing tools, squirt hoses, etc., are eliminated. The pulverized coal is fed into a blower by a gravity conveyer and the blower shoots it into the fire-box, where air combustion takes place in a similar way to that of oil burners.

It is thought possible that the present oil-burning systems on steamships can be partially used for burning pulverized coal.

TRADE NOTES FROM THE AZORES.

[Consul Walter H. Schulz, St. Michaels, Azores, Aug. 23.]

American Roofing—Motor Truck.

American roofing material is being imported at St. Michaels. The first shipment was received in August and will be used in the construction of a new theater. Increased importations may be expected if the material proves a success.

An order for a 3-ton motor truck has been placed in the United States by sugar-beet interests. It will be the first motor truck introduced. It will be used experimentally, as the mountainous condition of the country has discouraged the introduction of motor trucks.

American Coal—Alcohol from Sweet Potatoes.

Another order for 3,000 tons of American coal has been placed by local dealers for delivery in schooners. Several schooners have been employed in the trade in recent months. The quickest voyage was 25 days. Freight is \$6 to \$7.50 per ton.

The alcohol factory at Lagoa will resume operations in November for one month. The establishment has been shut down since 1905. About 200 tons of sweet potatoes will be converted into alcohol per day.

NETHERLANDS NOTES.

[Commercial Attaché Erwin W. Thompson, The Hague, Aug. 18.]

Wares Needed in Straits Settlements—Export Certificates.

The Dutch consul at Penang (Straits Settlements) reports a growing scarcity of cigarette papers, soaps, perfumes, enameled ware, porcelain ware, and toys. These goods would bring high prices.

According to recent regulations, before goods of any kind may be exported overseas from Holland a "certificate of origin" must be produced to the Dutch Director of Customs, declaring under oath not only that the goods themselves but the raw materials from which they are made are actually of Dutch origin. Steamship companies will not accept shipments without such certificates.

Proposed Organization of "Industry Central."

Holland's dependence upon other countries for manufactured products has become more conspicuous since the war has rendered foreign commerce so difficult and expensive. The Dutch Polytechnic Weekly is advocating the organization of an "industry central," which would be a voluntary association for giving general aid to all Dutch industries, both in existence and to be created. It could act as a cooperative purchasing agent for foreign raw material and selling agent for products in foreign fields and could perform useful service in encouraging home patronage for domestic products. It could give technical advice on methods of manufacture.

National laws now prevent the exportation of butter and some other native products unless they attain a certain prescribed standard of excellence. The proposed new organization might promulgate certain standards of excellence for many other products and protect them by a collective trade-mark.

Uniforms for Landstorm.

There is great activity in the manufacture of uniforms in Holland. These are for the "Landstorm," lately authorized. The large firms who received the orders from the Government are subletting much of the work to the smaller clothing manufacturers in various Dutch cities. The uniforms are of heavy cotton cloth of a dark olive-green color. It is woven and dyed in Holland. It is 31½ inches wide, weighing 10½ ounces per yard.

HIGH PRICE OF POULTRY AND EGGS IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, July 30.]

The high price of grain for chicken feed in New Zealand has so much affected the price of poultry and eggs that it is found profitable to import instead of export, as has been the custom. This has caused the poultry raisers to protest, for they claim eggs are imported from America and other foreign countries and sold as fresh-laid eggs. They have asked the Government to apply the food and drug law to compel importers to mark the origin of all eggs imported; also, that all chilled eggs offered for sale be branded as such. It is not possible to give the imports of poultry and eggs from the United States since they are not listed.

RUBBER SHIPMENTS FROM AMAZON VALLEY.

[Consul George H. Pickerell, Para, Brazil, Aug. 7.]

In July, 1915, the first month of the new crop year, exports of crude rubber from the Brazilian ports of Para, Manaos, and Itacoatiara to Europe were considerably less than half those for July, 1914; to the United States they were 30 per cent larger, this increase being distributed among the four grades of rubber that constitute the shipments from the Amazon valley, as the following summary shows:

Exported from—	Fine.	Medium.	Coarse.	Caucho.	Total
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Para to—					
United States.....	735,336	200,989	837,909	842,318	2,616,552
Europe.....	328,035	17,361	22,020	452	367,868
Manaos to—					
United States.....	335,806	47,476	147,337	299,778	830,397
Europe.....	317,768	47,571	8,025	44,055	417,419
Itacoatiara to—					
United States.....					
Europe.....	13,339	331	6,329	1,517	21,566
Total, July, 1915, to—					
United States.....	1,071,142	248,465	985,245	1,142,096	3,446,949
Europe.....	659,192	65,263	36,374	46,024	806,853
Total, July, 1914, to—					
United States.....	750,826	145,357	508,382	947,639	2,652,204
Europe.....	713,974	93,037	133,267	1,041,535	1,961,814
Grand total, July, 1915.....	1,730,334	313,728	1,021,620	1,188,120	4,253,802
Grand total, July, 1914.....	1,464,800	238,394	641,649	1,989,175	4,334,018

[A detailed review of the exports of crude rubber from the Amazon Valley in the crop year ended June 30, 1915, appeared in *COMMERCE REPORTS* for Aug. 10 last.]

THE HEMP AND TOW INDUSTRY IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 9.]

The hemp and tow industry of New Zealand enjoyed a prosperous season from April 1 to June 30, 1915, although the grades did not measure up well to the standard. This was owing to the moist weather and heavy rains. The following table gives the number of bales of the leading grades of hemp and tow baled during the quarter, as compared with the corresponding quarter of 1914:

	1914	1915		1914	1915
	<i>Bales.</i>	<i>Bales.</i>		<i>Bales.</i>	<i>Bales.</i>
Hemp:			Tow:		
Good, fair.....	6,331	8,034	First-grade.....	909	1,750
High-point, fair.....	10,976	14,533	Second-grade.....	3,915	3,954
Low-point, fair.....	5,517	4,009	Third-grade.....	2,876	1,910
All other grades.....	2,114	1,614	Condemned.....	308	203
Total.....	24,938	28,190	Total.....	8,007	7,822

The average bale of hemp weighs 400 pounds, and tow from 150 to 200 pounds.

The exports for the quarter ending June 30, 1915, amounted to \$842,999, as compared with a total of \$781,438 for the corresponding quarter of 1914. The increased value in exports was due to higher prices prevailing.

The price of hemp that was quoted at from \$82.73 to \$87.60 per ton at the beginning of the year has advanced to good fair, \$114.35; high point, \$109.49; low point, \$100.98; with tow at \$43.79 for first grade, \$38.93 for second grade, and \$34.06 for third grade.

CHILEAN MARKET CONDITIONS.

[Consul General L. J. Keena, Valparaiso, July 16.]

The market report of Jackson Bros., Valparaiso, under date of July 9, 1915, contains so many features of interest to American trade that it is quoted herewith almost in its entirety:

The feature of the bar-copper market during the past fortnight has been a further sharp fall in prices, from £83 10s. [\$406.35 United States gold] on the 25th ultimo down to £78 17s. 6d. [\$383.85] on the 8th instant. Since £87 5s. [\$424.60] (the highest quotation of the year) was touched on June 14, prices have rapidly declined, showing a drop of \$40 United States in less than a month's time. Taking into consideration the exceedingly firm state of the market a fall in values to this extent was not anticipated and was considered almost impossible. We have sold during the past fortnight 4,826 metric quintals [metric quintal=220.46 pounds] of bar copper, all for shipment to New York. Chile charters up to July 1 amount to 21,400 tons, or say an increase of 1,700 tons as compared with the corresponding date last year. Some 900 tons of copper regulus here have been sold during the fortnight.

Improved Demand for Nitrate.

The price of nitrate has improved rapidly during the fortnight and a large business has been transacted. The total exports during June were 3,866,200 quintals, or 187,000 quintals less than during June last year. The June production was 2,614,000 quintals, as compared with 5,753,000 quintals in June, 1914. (Fifty-five oficinas were working as against 134 last year.) The favorable outlook is resulting in several of the oficinas starting to produce again.

In 95 per cent the price of 7/ [\$1.70 United States currency at normal rate of exchange], which was paid freely at the end of last fortnight, improved rapidly to 7/6 [\$1.825], and sellers now hold out for 7/7 [\$1.85]. For deliveries between August and December the price of 7/1 [\$1.72] was accepted early in the fortnight, but has now reached 7/6½ [\$1.83] for September-December, and 7/6½ [\$1.835] has been paid for a small lot for December. For all next year heavy lots were placed at 7/2 [\$1.74] on the 30th of June, 7/2½ [\$1.73] was paid on the following day, 7/3 [\$1.76] on the 3d, and the latest sales have been made at 7/5 [\$1.805], there still remaining buyers at this figure.

The demand for the refined quality has also been brisk. Prompt brought 7/3 [\$1.76] to start with and has improved to 7/8½ [\$1.88], which price has been paid for August-October. We quote 95 per cent prompt and up to the end of the year at 7/7 [\$1.85], all next year 7/5½ [\$1.85]; and 96 per cent, 7/10 [\$1.906] (nominal) and 7/10½ [\$1.916] for end of year, all alongside.

Wheat and Coal.

During the last fortnight some 8,000 tons of California wheat (Blue Stem No. 1) have been purchased by Chilean millers. This grain will be shipped during August, September, and October by steamers. The price paid was \$6.34 United States currency per 100 kilos [220.46 pounds], in twilled bags, placed on railway cars Valparaiso.

In Chile wheat little or nothing has been offered, late transactions having been effected as high as \$6.82 United States currency per 100 kilos, bulk in the Frontier, but no doubt holders would be well disposed to accept some rate more in accord with the imported article.

Scarcely any business has been done in coal during the past fortnight, and the few transactions effected were: Part of a sailer cargo of Seaham, May sailing, was resold at 37s. 6d. [\$9.12] for Antofagasta, and a small lot, same class, July sailing, at 40s. [\$9.73] for Iquique. A steamer cargo of Pocahontas, August sailing, was placed at 40s. We quote Australian at 40s. to 45s. [\$9.73 to \$10.95], according to class, port, and sailing.

Exchange—Freight Rates.

Exchange opened on the 26th ultimo at 7½d., and remained with alternative buyers and sellers at this figure until the 6th instant, when a distinct improvement became apparent, the rate rising to 8d. sellers. On the 7th it improved to 8½d.; opening yesterday, the 8th instant, at 8½d, it declined during the course

of the day, closing at 8½d., and to-day at 8½d. for first-class London bills at 90 days sight. The Bank of Chile rate is 8½d., draft payable in gold at 18½d.

No freight charters for nitrate have been reported as effected on the coast during the past fortnight. The market has not experienced much change and has still a weaker tendency. By steamer to load August-September the quotation is 60s. [\$14.60] for the United Kingdom or Continent, but the option for the Mediterranean has declined to 78s. [\$18.98]. For the United States a steamer is on offer on this coast at 45s. [\$10.95], but less might be accepted.

MANUFACTURE OF COPRA IN BRITISH HONDURAS.

[Consul William L. Avery, Belize, Aug. 26.]

During the eight months January to August, 1915, there were shipped from Belize 40,649 pounds of copra to the United States and over 100,000 pounds to England, or more than the total shipments for as many previous years.

The meat of small coconuts, nuts broken in handling, and nuts that have sprouted can be profitably used in preparing copra, and unless the local market price of first-class nuts exceeds \$14 per thousand such nuts can be used as well. Copra is worth 4 and 5 cents in this market. A thousand nuts should yield 400 pounds of copra, but the fancy prices that have been paid for coconuts during the past six years forbade consideration of making the article; as high as \$30 per 1,000 has been paid for coconuts in Belize.

The manufacture of copra is not expensive in this colony, the meat extracted from the nut being dried in the sun in five or six days, or under cover in the rainy season. The copra is then ready for sacking and shipment. The oil, if at all tainted, can be profitably used in soap manufacture. First-grade oil is used in making a cheap but wholesome grade of butter, which is now used extensively in Europe.

Coconuts are being extensively planted in this country. It is a very profitable industry, even when nuts sell at \$12 per thousand. Copra manufacture is, however, a new venture, but one that will probably succeed and increase. No attention was paid to it until this year.

The immediate, even though slight, effect on American trade will be the demand for bags and bagging.

[A list of the producers of copra in Honduras may be had from the Bureau of Foreign and Domestic Commerce; refer to file 65,464.]

NEW SISAL-CARRYING LINE FOR NEW ORLEANS.

[Commercial Agent E. E. Judd, New Orleans, La., Sept. 2.]

The New York and Cuban Steamship Co., generally known as the Ward Line, yesterday announced the establishment of a regular service between New Orleans and Progreso, Mexico. There will be at least one sailing a month and more if sufficient cargo offers. The Ward Line has been experimenting with this service for the past two or three months with such satisfactory results as to warrant the establishment of this regular service. The business of the Ward Line at New Orleans will be handled through the office of the New York & Porto Rican Steamship Co., S. T. De Milt, general agent.

The next sailings of this line to Progreso are the steamship *Kotonia* on September 4, and the *Yumuri* on September 9.

LEADING ARTICLES IN AMERICAN IMPORT TRADE.

The relative value of leading articles in the import trade of the United States in the fiscal year 1915 is shown in a table compiled by the Bureau of Foreign and Domestic Commerce, Department of Commerce.

The year's import trade totaled \$1,674,200,000, a decrease of \$219,700,000 compared with 1914. Manufactures other than food products account for most of the reduction, their total imports in 1915 being \$574,200,000, or \$194,900,000 less than in the fiscal year 1914. Imports of crude materials for use in manufacturing in 1915 aggregated \$575,100,000, a fall of \$57,700,000 compared with the previous year. The domestic demand for this class of foreign merchandise increased, however, during the latter portion of the year, and in June, the closing month, imports were 20 per cent more than in June last year. Imports of foodstuffs during the fiscal year 1915 amounted to \$518,800,000, an increase of \$43,200,000 over 1914.

The following table gives the value of the leading articles imported into the United States during the fiscal years 1914 and 1915:

Articles.	Fiscal year—		Articles.	Fiscal year—	
	1914	1915		1914	1915
Cane sugar.....	\$101,600,000	\$174,000,000	Leather manufactures..	\$25,100,000	\$20,200,000
Coffee.....	110,700,000	105,700,000	Soda salts.....	18,400,000	17,900,000
Hides and skins.....	120,300,000	104,200,000	Cattle.....	18,700,000	17,500,000
Indian rubber, etc.....	76,200,000	87,100,000	Tee.....	16,700,000	17,800,000
Chemicals and drugs.....	94,500,000	83,800,000	Nuts.....	19,800,000	16,800,000
Silk.....	100.9	83.1	Precious stones.....	33,400,000	15,100,000
Wool.....	53.2	68.2	Dairy products.....	15.4	14.7
Fiber manufactures.....	52.4	61.6	Wood.....	18.0	13.7
Wood manufactures.....	44.4	47.0	Spirits, wines, etc.....	20.3	13.4
Cotton manufactures.....	70.7	46.2	Flaxseed.....	10.6	13.4
Fibers, unmanufactured.....	54,200,000	40,400,000	Gums.....	12.7	11.3
Tin.....	30,400,000	30,800,000	Copper.....	13,700,000	11,200,000
Wool manufactures.....	34,300,000	29,800,000	Fertilizers.....	23,200,000	10,300,000
Meats.....	24,100,000	28,600,000	Hats and materials.....	12,100,000	10,100,000
Tobacco, unmanufactured.....	35,000,000	27,200,000	Mineral oils.....	13,700,000	9,800,000
Fruits.....	33,600,000	27,100,000	Seeds, not flax.....	9,500,000	9,700,000
Paper and manufactures of.....	27,600,000	25,800,000	Vegetables.....	15,100,000	9,300,000
Silk manufactures.....	35,500,000	25,000,000	Dyestuffs.....	9,400,000	9,200,000
Vegetable oils.....	32,300,000	24,800,000	Earthenware.....	10,600,000	8,700,000
Cotton, raw.....	19,500,000	23,200,000	Toys.....	9,100,000	8,100,000
Cocoa or cacao, crude.....	20,800,000	23,900,000	Rice.....	7,500,000	6,300,000
Iron and steel mfrs.....	31,800,000	22,700,000	Corn.....	7,600,000	6,100,000
Copper manufactures.....	40,800,000	20,400,000	Spices.....	5,600,000	5,900,000
			Feathers.....	8,800,000	5,700,000

PUBLIC UTILITIES OF BRESLAU.

[Consul Harry G. Seltzer, Breslau, Germany, Aug. 5.]

According to the latest available city statistics the city of Breslau contains 269.83 miles of gas mains, with 126,476 meters. There are 863.26 miles of electric cables, with a total weight of copper amounting to 2,433,909 pounds. There are 11,963 voltmeters in use. The water supply is delivered through 270.35 miles of pipe, with 11,620 water meters. The total supply required is 4,594,618,458 gallons per annum, and the average daily per capita consumption is 23.25 gallons. The sewer system is 291.91 miles long and carries the drainage from 11,379 houses and 8,932 city inlets. There are 2,483,972 square yards of street paving and 43.91 miles of street railways.

THE HIGH PRICE OF TEA.

[London Times, Aug. 26.]

No Reduction Expected.

Tea is not expected to become cheaper, in spite of heavy shipments of nearly 20,000,000 pounds from Ceylon and of 6,000,000 pounds from India. There has been a slight fall in the less expensive teas, but this, according to several of the largest retail houses in London, is nothing. There was plenty of room for a drop, as market prices had advanced considerably, in addition to the rise caused by the increase in the tea duty in November last.

It is stated that owing to various special circumstances, such as the very greatly increased consumption in our own country, and also in France and Russia, and the unprecedented requirements of the War Office for the supply of troops at home and abroad, enormous contracts for which are given out almost weekly, there has been an abnormal rise in market values. Common tea realizes about 1s. (24½ cents) per pound in bond and 1s. 8d. per pound duty paid.

It is curious to note that while France is using more tea, owing to its ease of preparation, in the United Kingdom the consumption of coffee has risen. For the past seven months the increased consumption of the United Kingdom was 8,375 cwt. (cwt.=112 pounds), and imports were up by 378,952 cwt. This advance is stated to be due partly to the large number of Belgian refugees, who can not be induced to drink tea, and also to the sale of coffee at many of the camps and in some of the public houses after 10 o'clock. A large number of penny (2-cent) coffee bars have also sprung up over the west end of London, and these places, though frequented to a great extent by our new foreign population, have also obtained a fairly large clientèle from the English working classes.

NO MARKET FOR MOTORCYCLES IN SONORA.

[Consul Frederick Simpich, Nogales, State of Sonora, Mexico, Aug. 26.]

There are no dealers in motorcycles or bicycles in the Nogales consular district, which embraces roughly the northern half of the State of Sonora, nor are there dealers in sporting goods to whom cycle catalogues might advantageously be sent. The roads in this vicinity are in no condition for travel by motorcycle. A few bicycles are used in Nogales, Cananea, Nacozari, and Magdalena, but these are usually bought from retailers in such American towns as Bisbee, Douglas, Tucson, and Phoenix.

AMERICAN BARLEY FOR ONLY BREWERY IN PARAGUAY.

[Consul Samuel Hamilton Wiley, Asuncion, July 22.]

The Cervceria Nacional, of Asuncion, the only brewery in operation in Paraguay, is now purchasing its barley in the United States. Before the outbreak of the present European war it imported barley from the Continent. The management stated that many other supplies would be purchased from the United States when needed, but that at present it has a large stock on hand, and the demand for its products has diminished since the war began.

COTTON GINNED IN UNITED STATES.

The number of bales of cotton ginned from the growth of 1915 prior to September 1, 1915, and comparative statistics to the corresponding date in 1914, 1913, and 1912 follow (the statistics in this report for 1915 are subject to slight corrections):

State and year.	Counting round as half bales.	State and year.	Counting round as half bales.	State and year.	Counting round as half bales.
United States:		Georgia—Continued.		South Carolina—	
1915.....	461,357	1913.....	72,352	1915.....	4,204
1914.....	480,317	1912.....	34,526	1914.....	14,633
1913.....	799,099	Louisiana—		1913.....	7,264
1912.....	730,884	1915.....	5,785	1912.....	4,200
Alabama—		1914.....	2,783	Tennessee—	
1915.....	38,396	1913.....	7,440	1915.....	2
1914.....	40,241	1912.....	1,724	1914.....	26
1913.....	44,562	Mississippi—		1913.....	9
1912.....	12,824	1915.....	4,615	1912.....	
Arkansas—		1914.....	2,680	Texas—	
1915.....	220	1913.....	2,062	1915.....	209,026
1914.....	621	1912.....	442	1914.....	268,485
1913.....	1,293	North Carolina—		1913.....	655,871
1912.....	81	1915.....	354	1912.....	674,240
Florida—		1914.....	968	All other States—	
1915.....	4,701	1913.....	177	1915.....	106
1914.....	5,214	1912.....	674	1914.....	1,223
1913.....	2,960	Oklahoma—		1913.....	2
1912.....	1,632	1915.....	8	1912.....	
Georgia—		1914.....	238		
1915.....	133,161	1913.....	5,106		
1914.....	136,286	1912.....	272		

The statistics in this report include 8,947 round bales for 1915, 356 bales for 1914, 7,610 bales for 1913, and 7,434 bales for 1912. The number of sea-island bales included is 2,099 for 1915, 1,748 for 1914, 436 for 1913, and 232 for 1912. The distribution of the sea-island cotton for 1915, by States, is Florida, 380; Georgia, 1,718; and South Carolina, 1.

Consumption, Stocks, Imports, and Exports—World's Statistics.

Cotton consumed during July, 1915, amounted to 498,476 bales. Cotton on hand in consuming establishments on July 31 was 1,401,484 bales, and in public storage and at compresses 1,784,812. The number of active consuming cotton spindles for the month was 31,194,029. The quantity of cotton consumed for the 12 months ending July 31 was 5,598,798 bales; the total imported for August, 1915, was 18,990 bales, and the exports of domestic cotton, including linters, was 162,681 bales.

The world's production of commercial cotton, exclusive of linters, grown in 1914, as compiled from published reports, documents, and correspondence, was approximately 24,764,000 bales of 500 pounds net. The consumption of cotton (exclusive of linters in the United States) for the year ending July 31, 1915, was approximately 17,046,000 bales of 500 pounds net. Except for the United States, cotton included in this amount refers almost exclusively to that used in spinning and does not include large quantities which are consumed in the manufacture of felts, bats, etc. The total number of producing cotton spindles, both active and idle, is about 147,500,000.

CHINESE SHIPPERS AND A STANDARD EXPORT CONTRACT AT HONGKONG.

[Consul General George E. Anderson, Hongkong, China, July 3.]

The standard form of contract for exports of goods from Hongkong, which was tentatively agreed upon by foreign shippers about two years ago but which failed of actual adoption as a binding arrangement among shippers because of the inability of the foreign exporters to enlist the cooperation of Chinese shippers, seems to be as far away from final acceptance as ever.

In discussing the subject in his address before the annual meeting of the Association of Exporters, in Hongkong, on July 29, the president of the association again called the attention of the members to the advisability and advantage of such an agreement and again asked the cooperation of Chinese shippers. It is unlikely at present that any definite action may be had.

Trade is dull and interest taken in such matters is not as keen as it was when trade was brisk and matters of difference between exporters here and importers in the United States and Europe were more numerous and important. However, most of the foreign firms are holding to the terms of this standard contract which were published at the time, and as between those with whom its provisions have been arranged the result has been satisfactory. At present the amount of export business offered the Chinese middlemen is comparatively small, and the result is that most of them are quite willing to meet the terms of such contract for the time being at least. Some of the practices of adulteration and the evils of the trade in south China are so deeply rooted, however, that it is difficult to disabuse the minds of Chinese middlemen of the idea that they are necessary to the trade.

Chinese Invoices on the Increase.

In this connection it is interesting to note that the Chinese shippers are again securing an increasing share of the export trade of the port, much of which was lost to them in the troublous times following the revolution in China. In 1908 of the 8,353 invoices consulated in this consulate general, covering the shipment of goods to the United States, the Philippines, and Hawaii, 6,776, or 81 per cent of the whole, were from Chinese firms. In 1909 the proportion of Chinese invoices rose to 81.5 per cent of the whole, and in 1910 the proportion rose to 82 per cent. In 1911, 1912, and 1913, however, the proportion of shipments by Chinese firms fell off materially, amounting to a little over 70 per cent. For the first half of the current year the proportion of invoices by Chinese firms has been 78.2 per cent of the whole, as compared with 75.7 per cent of the whole for the same period of last year.

One result of the war and the liquidation of the business of German firms in Hongkong is the increasing share of Chinese shippers in export business. It is likely that the same conditions in foreign trade which have impressed upon foreign shippers the desirability of standard export contracts and similar arrangements in time will impress themselves upon Chinese exporters in the same way, but there is little likelihood that the actual enforcement of any standard arrangement can be expected until Chinese exporters have had more experience with the general export trade to the United States and Europe.

ESTIMATE OF CANADIAN GRAIN CROP.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Sept. 4.]

A local expert in estimating standing crops, who has traveled by motor and driving almost continuously since the second week in June last, covering nearly 1,500 miles and visiting practically every district in the Prairie Provinces, and over 10,000 miles by railway, has furnished the following estimate of the grain crop in Manitoba, Saskatchewan, and Alberta Provinces. Although the estimate is considerably below that of the railway and milling companies, it is most satisfactory, showing a grand total of all grains of 536,265,954 bushels, or 91,567,433 bushels more than any previous crop. The wheat crop—222,184,071 bushels—is 36,225,550 bushels more than any previous wheat crop reaped in the West.

	Acres.	Average yield.	Total number bushels.
Wheat:			
Manitoba	3,664,261	19	69,621,339
Saskatchewan	6,884,874	18	123,927,732
Alberta	1,245,000	23	28,635,000
	11,794,135	.....	222,184,071
Oats:			
Manitoba	2,171,845	35	74,264,575
Saskatchewan	2,848,945	40	113,877,800
Alberta	1,450,000	45	65,250,000
	6,420,790	.....	253,392,375
Barley:			
Manitoba	1,139,849	32	33,275,168
Saskatchewan	272,299	30	8,168,970
Alberta	420,000	30	12,600,000
	1,832,148	.....	54,044,138
Flax:			
Manitoba	64,863	10	648,630
Saskatchewan	539,674	10	5,396,740
Alberta	50,000	12	600,000
	654,537	.....	6,645,370

Considering the conditions under which this crop has been produced, it falls little short of a miracle. Unseasonable June frosts, too little rain in some districts, too much in others, bad outbreaks of cut worm, large areas destroyed by hail, a most unusual toll taken by gophers, an exceptionally heavy loss from weeds occasioned by the cold weather of June, excessive heat during the first 10 days of August, and frost August 22 to 25 are some of the difficulties under which the farmers have labored, and all these things have taken toll of the crop. From August 2 to 22 was the longest period during the growing season of 1915 when frost did not occur at some points at least of the three Provinces. No such season is on record in the history of the Canadian west. At present about 65 per cent of the crop is in stock, and thrashing is fairly general in the older sections of Manitoba and Saskatchewan.

The average wheat yield for Manitoba has been placed at 19 bushels. This is a little higher than the general average of the Province for 31 years. The averages have ranged from 8.9 in 1900 to 27.86 in 1895, so that the yield of the present year is a little above that

of a good general average. There are whole districts in Manitoba that will average close to 35 bushels, but these, of course, are offset by a number of districts in the south that suffered from lack of rain and also by the districts where weeds have taken an exceptionally heavy toll. Quite a number of areas in Manitoba would have had a higher yield had it not been for the sudden excessive heat from August 2 to 10, and a few of the northern districts have suffered a certain amount of depreciation from the frost around the full of the moon in August. Considering the large area in crop, however, the yield is excellent and a very large percentage will be of contract grade.

In the matter of coarse grains Manitoba's oat crop, in common with that of the whole three Provinces, is rather unsatisfactory. This is due to some extent to the fact that the oats, being seeded later in the season, had got less of a start and were more checked than wheat by the early June frosts. Barley in Manitoba is a pretty fair crop and came in early.

A Reduction of \$2.20 a Barrel on Flour.

On August 30 the Winnipeg milling companies announced a reduction of 70 cents a barrel on flour and to-day (September 4) another reduction of 50 cents, making a total reduction of \$1.20 during the current week and \$2.20 since June 1, 1915—the price of standard grade being \$5.80 a barrel; No. 2, \$5.40; No. 3, \$5.20.

On July 31, 1914, the price was \$5.30 a barrel, rising gradually to June 30, 1915, when the price was \$8 a barrel. It is rumored that a further reduction will be made shortly, but that would depend largely on the market price of wheat.

PUBLIC-SCHOOL OFFICIALS OF BRAZIL.

[Consul General Alfred L. Moreau Gottschalk, Rio de Janeiro, Brazil, Aug. 4.]

Numerous requests from American manufacturers of school materials, such as desks, books, chalk, crayons, physical apparatus, etc., indicate a decided movement in the United States to gain a share of this trade in Brazil, which in the past has been enjoyed principally by the Continent. With the increasing educational facilities being inaugurated in the several States of the Brazilian Republic, there is a good market for most of these goods, and a list of the names, titles, and addresses of the officials in charge of the educational work of the several States is transmitted herewith [and may be had from the Bureau of Foreign and Domestic Commerce or its branch offices by referring to file No. 65427].

Rapid Increase in California Rice Growing.

Approximately 34,350 acres were sown to rice in California in 1915, according to Government estimates. This is more than double the acreage of last year and is a remarkable increase in the three years since 1912, when the industry began in a modest way with the planting of 1,400 acres on adobe soil in the Sacramento Valley. On December 1, 1914, the farm price of rice was \$1 a bushel (45 pounds), making a return to the grower of \$77 to \$78 an acre.

TRANSPORTATION OF DANGEROUS ARTICLES ON STEAM VESSELS CARRYING PASSENGERS.

The following is a summary of rulings made by the United States Steamboat-Inspection Service during the months of July and August, 1915, relating to transportation of certain articles on steam vessels carrying passengers:

Loaded shrapnel shells, with or without fuses attached, or the fuses for same packed apart, may not be transported on steamers carrying passengers.

Muriatic acid or hydrochloric acid may be accepted for transportation under the same conditions as sulphuric acid.

Heaney's metal polish shall not be transported on steamers carrying passengers, nor shall it be used as stores on passenger or pleasure steamers.

The transportation of *Tanner's oil* on steamers carrying passengers, sample of which was submitted, tested, and did not flash or burn when heated in an open cup to about 470° F., is not prohibited by section 4472, Revised Statutes. (Opinion of Solicitor.)

Dolomite consisting of magnesia and hydrated or slaked lime may be transported on steamers carrying passengers, but dolomite composed of magnesia and unslaked lime shall not be transported on steamers carrying passengers, and *unhydrated or quick lime* shall not under any conditions be transported on steamers carrying passengers.

Noninflammable, noncombustible, nonexplosive metal polish may be transported on steamers carrying passengers and may be used as stores on passenger and pleasure steamers.

Referring to rulings that have heretofore been made with reference to the transportation of *carbolic acid* on steamers carrying passengers, and with particular reference to that part of such rulings that has referred to carrying this commodity on the decks of steamers carrying passengers, the solicitor of this department expressed the opinion that under the provisions of section 4472, Revised Statutes, the inspectors would have the authority to prescribe any other part of a vessel for the carrying of such acids, other than on the decks or guards thereof, provided, in their judgment, such other place would be safe, and, therefore, in the matter of the transportation of carbolic acid local inspectors have original jurisdiction to say where such acids shall be stored.

Sesquisulphide of phosphorus and *amorphous (or red) phosphorus* may be transported on steamers carrying passengers, provided that these commodities are stowed in iron drums and carried on deck; and *white or yellow phosphorus* shall not be transported on steamers carrying passengers.

Moving picture films may be transported on steamers carrying passengers under the same conditions as celluloid. Detailed information in regard to the transportation of celluloid may be obtained from the local inspectors having original jurisdiction, those officers being fully informed.

Blue ribbon metal polish, which is said by the company submitting same to have a flash point below 80° F., shall not be transported on steamers carrying passengers, nor used as stores on passenger or pleasure steamers.

W. L. & Q. brass polish may be transported on steamers carrying passengers under the same conditions as refined petroleum, but this polish shall not be used as stores on passenger or pleasure steamers.

TORONTO'S NEW TECHNICAL SCHOOL.

[Consul Julius D. Dreher, Toronto, Canada, Sept. 1.]

It is of great importance in Toronto's educational history was the opening of the new Central Technical School building on August 31. The building, which is of stone, is 447 by 227 feet and four stories high. Besides the main auditorium, which seats 1,300, there are five lecture rooms, with a seating capacity of from 100 to 200. In all, there are 130 lecture, class, and laboratory rooms, which would average about 50 by 30 feet each. Numerous cloak, toilet, and store rooms afford ample accommodation throughout the building. There are domestic science kitchens, a demonstration dining room, and two lunch rooms, one for girls and one for boys, which seat 350 pupils at a time. A gymnasium, a plunge bath, shower baths, lockers, and dressing rooms are provided for the use of the pupils. The numerous shops for technical training are equipped with the latest and best machinery and appliances. There is, besides, a large room set apart for an exhibition of the products of the school.

Cost of the Building, Equipment, etc.

The building, which is centrally located, stands on two city squares, about one-fourth of which is devoted to lawns and garden plots at the front and ends of the building. Including the ground, furniture, and equipment, the city of Toronto has invested about \$2,000,000 in this great modern structure for technical training. It is said to be the best building of its kind in America. The engines, generators, and other heavy machinery, as well as the furniture, were manufactured in Canada, but a large part of the lighter machinery, apparatus, and supplies for the technical shops was purchased in the United States.

The Courses of Study.

The courses of study for day pupils begin on September 2 and those for evening pupils on October 1. The official announcement states that the courses of study provide scientific, artistic, and practical training for those engaged in industrial and commercial pursuits during the daytime and equip students for work as architects, estimators, draftsmen, building superintendents, electricians, woodworkers, bricklayers, metal workers, machinists, clay workers, surveyors, industrial chemists, analysts, assayers, designers, modelers, painters, decorators, printers, operating engineers, power-machine operators, sanitary engineers, dressmakers, milliners, costume designers, caterers, dietitians, houseworkers, housekeepers, commercial laundresses, and embroidery and lace makers.

In the four city technical schools the registration of pupils for the year 1914-15 was as follows: In regular courses in the day school, 559, and in special courses, 471, a total of 1,030, and in the evening schools, 2,981, making a grand total of 4,011.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Lace curtains, etc., No. 18238.—An American consular officer in France has transmitted the names and addresses of two firms in his district which desire to represent American manufacturers and exporters of lace curtains and similar goods.

Machinery, No. 18239.—A professor of engineering in Chile writes the commercial attaché of the Department of Commerce that he desires to receive catalogues and full information relative to machinery to be used in general construction work.

Oil of bitter olives, No. 18240.—A firm in the United States informs the Bureau of Foreign and Domestic Commerce that a correspondent in Spain desires to learn whether there is a market for oil of bitter olives in this country.

Grain, flour, etc., No. 18241.—The branch office of the bureau at Seattle has had referred to it a letter from a man in Norway intimating his desire to secure the agency of a western firm for grain, flour, and fruit.

Hardware, No. 18242.—The commercial attaché of the Department of Commerce in Chile writes that a business man in that country desires to represent American manufacturers and exporters of hardware. Reference is given. Correspondence should be in Spanish or French.

Toys, novelties, holiday goods, etc., No. 18243.—An American consular officer in Honduras writes that a business man in his district desires to represent American manufacturers and exporters of toys, stationary supplies, novelties, solid and plated silverware, and cut glass. Correspondence may be in English, and prices f. o. b. New York or New Orleans. He also transmits the names of other dealers in these lines.

Clover seed and honey, No. 18244.—An American consular officer in Chile states that a business man in his district is in a position to make shipments of large quantities of clover seed and yellow Chilean honey. Reference is given. Correspondence may be in English.

Ribbons, No. 18245.—An American consular officer in Honduras writes that a firm in his district desires to receive samples and prices of silk, satin, and taffeta ribbons ranging in width from $\frac{1}{2}$ inch to 3 inches. English may be used in correspondence.

Galvanized wire, No. 18246.—A communication has been received from an American consular officer in Brazil stating that a business man in his district is in a position to place an order for 8,800 pounds of galvanized wire (50 double rolls of No. 17 and 30 double rolls of No. 18), suitable for the manufacture of bird cages, poultry fencing, etc. The wire should be packed in rolls of 25 kilos each, two rolls to the package, wrapped securely in burlap. The diameter of the rolls should be about 12 inches. Small samples, marked "Amostras Sem Valor," accompanied by prices and full information, should be sent at once. Quotations should be made c. i. f. destination. Correspondence should be in Portuguese. References are given. Samples of the wire may be examined at the Bureau or its branch offices. (Refer to file No. 64614.)

Music rolls, No. 18247.—A manufacturing company in Indiana has informed the Bureau of Foreign and Domestic Commerce that a correspondent in Cuba desires to secure the exclusive agency of an American manufacturer of rolls for 88-note piano players. A good selection of new Spanish and Cuban music is essential. Terms, 60 to 90 days. Catalogues containing lowest prices, including a commission of from 10 to 15 per cent f. o. b. New York, should be sent at once.

Furniture, No. 18248.—An American consular officer in Italy states that a dealer in his district desires to purchase American furniture. Reference is given. He proposes to make payment against shipping documents in Italy. Correspondence should be in Italian.

Machinery, No. 18249.—The Department of Commerce has had referred to it a letter from a man in China who desires to communicate with American manufacturers of machinery for polishing rice.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



For sale by the Superintendent of Documents, Washington, D. C., at \$2.50 per year

No. 212 Washington, D. C., Friday, September 10 1915

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AMERICAN-SWISS FREIGHT TRAFFIC.

[Cablegram from Vice Consul De Witt C. Poole, Paris, France; see also COMMERCE REPORTS for July 30 and Aug. 5, 1915.]

Replying to an inquiry by the American Embassy, the French Foreign Office says substantially as follows: The port of Cette has been reserved for Swiss traffic; being outside the zone of military operations it is relieved of sudden congestions. Other French ports, however, are not closed to Swiss traffic, and the Administration will endeavor to meet demands at these ports, especially as to shipments of small tonnage, but makes no guarantees. Shippers using routes other than Cette at own risk. Administration considers that Cette, as now equipped, can meet requirements of Swiss import trade as well as may be expected.

IMPORTS OF POTASH SALTS.

The following table shows the quantity and value of the imports of potash salts into the United States during the month of July and the seven months ending July, 1914 and 1915. The items are so grouped as to show the potash salts used chiefly as fertilizers and other potash salts. The ton given is the long ton of 2,240 pounds.

Articles	July—				Seven months ending July—			
	1914		1915		1914		1915	
Fertilizer salts:	<i>Tons.</i>	<i>Value.</i>	<i>Tons.</i>	<i>Value.</i>	<i>Tons.</i>	<i>Value.</i>	<i>Tons.</i>	<i>Value.</i>
Kainit.....	34,625	\$163,627			291,878	\$1,364,584	6,646	\$94,818
Manure salts.....	20,602	200,518	1,191	\$22,474	135,422	1,461,796	13,647	201,802
Sulphate of potash.....	3,452	152,236	200	12,067	27,765	1,186,502	10,101	649,390
Muriate of potash.....	20,664	677,704	266	38,809	142,896	4,836,850	56,721	2,123,180
Other potash salts:								
Carbonate of pot-	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>	
ash.....	1,098,704	31,074	183,394	5,039	12,351,589	354,969	8,582,016	260,314
Hydrate of potash.....	514,689	19,740	4,200	210	4,718,257	179,002	2,028,142	99,103
Nitrate of potash.....	358,121	11,541	8,000	1,077	1,917,047	64,201	14,855	1,477
Cyanide of potash.....	2,800	411	33,600	7,475	301,175	41,331	862,127	132,409
Other potash salts.....	509,215	46,275			3,753,901	338,185	2,075,845	205,729

American Raisins in England.

Eight hundred tons of bleached Thompson Seedless and Sultana raisins were sold in one block by the California Associated Raisin Co. on August 28. The bulk of the raisins was purchased for foreign shipment, especially England, according to Associated officials.

BRAZILIAN COFFEE SITUATION.

[Consul General A. L. M. Gottschalk, Rio de Janeiro, July 26.]

The part played by coffee in the riches of Brazil is sufficiently attested by the following tabular statement:

Year.	Coffee exports.	Other exports.	Percent- age of total for coffee.
1910.....	\$127,212,875	\$182,793,563	41
1911.....	196,272,768	128,646,999	64
1912.....	225,962,915	136,253,036	62
1913.....	197,936,266	115,661,782	63
1914.....	129,713,673	91,826,356	59

Of the coffee produced in Brazil, about two-fifths issues from the State of São Paulo; whether it be actually grown within the State or over its borders it corresponds to the commercial type recognized as São Paulo coffee and brings prices accordingly. It is now officially announced by the State of São Paulo that this year's coffee crop will amount to 12,000,000 bags of 60 kilos (132.28 pounds) each. Private estimates are somewhat higher.

World's Production and Consumption.

The following estimate of the world's production of coffee for 1915 was obtained privately from a reliable source in the Santos District: From São Paulo District, 14,000,000 bags; from Rio de Janeiro District, 2,750,000 bags; from Bahia and Victoria Districts, 750,000 bags; from Central America and the Orient, 5,000,000 bags; total estimated production, 22,500,000 bags. Contrasting these figures with the world's ordinary consumption of some 20,000,000 bags, it will readily be seen that, if the estimates are at all exact, there should be considerable overproduction of coffee in Brazil this year and that a fall in prices is imminent. The following statistics of world production and consumption during the last two decades are those of the Coffee Exchange of New York:

Crop year.	Production (crops).			Total consumption (deliveries).	Production over consumption.	Consumption over production.
	Rio and Santos.	All others.	Total.			
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
1894-95.....	6,695,000	5,069,000	11,764,000	11,212,351	551,149	.....
1895-96.....	5,476,000	4,901,000	10,377,000	11,142,313	.....	765,313
1896-97.....	8,680,000	5,238,000	13,918,000	12,244,204	1,673,796	.....
1897-98.....	10,462,000	5,596,000	16,058,000	14,571,902	1,486,098	.....
1898-99.....	8,771,000	4,985,000	13,756,000	13,480,304	275,696	.....
1899-1900.....	8,959,000	4,842,000	13,801,000	14,972,999	.....	1,171,999
1900-1.....	10,927,000	4,173,000	15,100,000	14,339,925	770,075	.....
1901-2.....	15,439,000	4,296,000	19,735,000	15,516,563	4,218,337	.....
1902-3.....	12,321,000	4,340,000	16,664,000	15,966,498	697,502	.....
1903-4.....	10,408,000	5,575,000	15,983,000	16,133,707	.....	150,707
1904-5.....	9,968,000	4,480,000	14,448,000	16,163,353	.....	1,715,353
1905-6.....	10,227,000	4,565,000	14,792,000	16,741,215	.....	1,949,215
1906-7.....	19,654,000	4,160,000	23,814,000	17,544,750	6,269,250	.....
1907-8.....	10,283,000	4,551,000	14,834,000	17,525,418	.....	2,691,418
1908-9.....	12,119,000	4,499,000	16,618,000	18,649,602	.....	1,731,602
1909-10.....	14,944,000	4,181,000	19,125,000	18,008,474	1,026,526	.....
1910-11.....	10,748,000	3,976,000	14,724,000	17,314,772	.....	2,790,772
1911-12.....	12,491,000	4,918,000	17,409,000	17,218,002	190,998	.....
1912-13.....	11,458,000	4,915,000	16,373,000	16,750,945	.....	407,945
1913-14.....	13,816,000	5,796,000	19,612,000	18,556,853	1,055,117	.....

Government May "Bond" Coffee.

It is rumored that this year the Federal Government will yield to the pleas of the planters to the extent of "bonding" the coffee, i. e., loaning the producer a certain amount on each sack warehoused, to enable him to tide over the period between the present and more favorable marketing conditions.

Fortunately for the South of Brazil, there is an attempt on the part of many to diversify crops there and not to depend upon coffee alone, although speculation in coffees still forms the chief occupation of the great majority of capitalists. Rice has been planted within the past few years with such success that the State, which used to obtain its supply from abroad, no longer imports this commodity in any quantity. The establishment of meat-packing plants in the country has also given a decided impetus to cattle raising among the smaller "fazendeiros," although it is always problematical how usefully cattle raising and crop farming may be fostered side by side. These things, however, are auspicious signs and are welcomed by those who have the future economic good of the region at heart.

FISH LANDED AT NEW ENGLAND PORTS.

The fishing fleet landing fish at Boston and Gloucester, Mass., and Portland, Me., during the month of July included 277 steam and sail vessels. At Boston, 425 trips were landed, aggregating 8,968,604 pounds of fresh and salted fish, valued at \$332,334; at Gloucester, the number of trips was 154, aggregating 7,840,862 pounds, valued at \$199,001; and at Portland, 15 trips, amounting to 2,304,313 pounds, valued at \$30,906; a total for the three ports of 19,113,779 pounds, valued at \$562,241.

On July 8 a trip of 350,000 pounds of fish was landed at Portland, Me., by the otter trawler *East Hampton*, which is the largest amount of fish ever brought in by an American vessel of this class. On July 20 the same vessel landed at Gloucester, Mass., about 300,000 pounds.

The vessels engaged in the salt-bank cod fishery have done well, their fares ranging from 250,000 to 370,000 pounds of salted cod. Swordfish in considerable numbers were marketed at Boston during the month. The largest number landed in one day was on July 19, when 1,124 fish were reported, averaging about 200 pounds each, or approximately 225,000 pounds. The catch of mackerel for the season, up to near the end of the month, was 4,818 barrels salted and 37,420 barrels fresh, against 8,031 barrels salted and 53,651 barrels fresh for the same period in 1914.

OIL-WELL DRILLING IN VENEZUELA.

[Consul G. K. Donald, Maracaibo, Aug. 20.]

A company was recently formed here with local capital for exploiting petroleum in the State of Zulia. W. S. Hopkins, an American geologist, is already in the field prospecting. The company has an office at Maracaibo.

[The address of the company may be had from the Bureau of Foreign and Domestic Commerce; refer to file 65516.]

DEVELOPING TRADE IN POTATOES WITH SOUTH AMERICA.

[Clarence W. Moomaw, specialist in cooperative organization, Office of Markets and Rural Organization, Department of Agriculture.]

In view of the unusual demand for potatoes in South America and the effort that may be made by the growers and shippers of the United States to take advantage of this demand, it may be helpful for them to know the requirements of this trade and some of the problems that must be solved in its development.

It is to be remembered that South America's demand upon the United States in this respect has grown out of the European war. Formerly the value of shipments of potatoes from Europe to the markets of South America has amounted to a very considerable sum each year. This supply has been drawn chiefly from Europe, the principal sources being Germany, France, and Spain. War conditions have greatly reduced the supply, and it would appear that the markets of South America must look to the United States.

Why Europe Controlled Market—Present Opportunity for American Exporters.

Only negligible quantities of potatoes were shipped from the United States to South America prior to the war. The lower cost of European production, better shipping facilities, banking connections, and commercial representation enabled Europe to hold this trade. It is the opinion of an exporter who sends large quantities of potatoes from this country to South America that the present opportunity will last only so long as the war continues, and that as soon as normal conditions of production, shipping, banking, and representation are resumed Europe may be counted on to win back the larger portion of the trade that it held prior to the war.

However, it is not reasonable to assume that the present opportunity for the potato industry will have no permanent benefits, for, granting that the exporters of the United States will profit by this opportunity, the connections formed and the trade established for the time being can not be taken entirely away, and it may be hoped that through this experience better facilities will be created; so that when Europe is normal again the growers and shippers of this country may be so entrenched as to compete effectively with European countries for South America's patronage.

The mere prediction, therefore, that the present demand for potatoes grown in the United States is of only a temporary nature should not retard shippers from supplying that demand. They ought to assume the attitude of seizing upon the advantage that is offered and preparing in every way to hold the trade against European competition later on.

Varieties Demanded by South America—Quantities Shipped from New York.

The export shipping period begins in July, when varieties of potatoes may be secured that are sufficiently enduring to carry in good condition. Furthermore, shipments beginning in that month are very well timed to arrive in South America when the local supply is about exhausted. The varieties most demanded for this trade last season were of the Green Mountain type. So far this year Early Rose and Early Ohio have been demanded largely. Last year the first shipments were made in September.

The following statement of shipments from New York City to South American countries is given to show the development of this trade:

Exported to—	September, 1914, to June, 1915, inclusive.		July, 1915.		August, 1915.	
	<i>Crates.</i>	<i>Barrels.</i>	<i>Crates.</i>	<i>Barrels.</i>	<i>Crates.</i>	<i>Barrels.</i>
Argentina.....	28, 273	18, 675	19, 750	6, 425	68, 410	22, 935
Brazil.....	78, 127	995	18, 075	60	15, 830	2, 350
British Guiana.....	200					
Peru.....	15					
Uruguay.....	700	8, 515	6, 500		2, 000	6, 350
Total.....	107, 315	28, 185	44, 325	6, 485	86, 240	31, 635

Medium Sizes Chiefly Wanted—The Trade in Small Potatoes.

Very large potatoes are not wanted, medium sizes being in most demand. The seacoast markets demand the larger sizes and the interior points the smaller sizes. This requires that the potatoes be accurately sized when packed so that these separate demands may be supplied. In placing orders the importers specify the sizes.

It is especially interesting to note that during the past season there was a strong demand for small potatoes, not much larger than "salad potatoes." As far as size is concerned, these potatoes were "culls," and in most cases were screened to 1 inch or $1\frac{1}{4}$ inches in transverse diameter. During the winter this grade sold for prices nearly equaling the value of larger stock, such as usually is handled in this country by the grocery stores.

During July and August of the present season it was noted that relatively the call for small potatoes has not been so satisfactory. It is explained that the packers and shippers are largely responsible for this, because, instead of sending clean stock, there was a tendency on the part of some to pack "trash" with this size. A decrease in the demand is very natural under the circumstances.

In this connection it may be said that the future of this trade rests more with the growers, dealers, and exporters of this country than with foreign factors. A constant supply of potatoes, well graded and packed true to name, is chiefly required. At present the supply is abundant at low prices, but it has been noted that some of the exporters make a practice of playing the dealers one against the other until little or no profit is left for the important work of assembling and packing. This policy inevitably will lower the grade of the potatoes and endanger the development of this trade with South America. The exporters ought to realize that such a policy may be ruinous.

United States May Supply Seed-Potato Requirements.

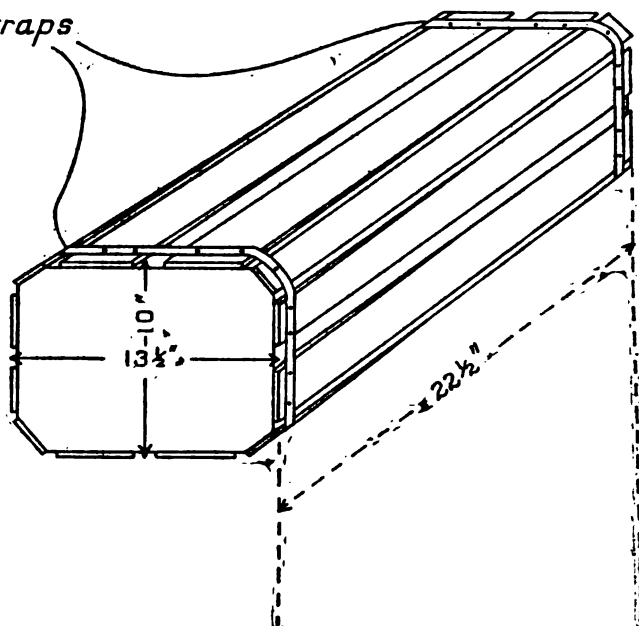
Special attention is called to the possibility that the United States may supply the countries of South America with a large portion of their seed-potato requirements if proper care and attention is exercised. The experience of planters in the region of Mar del Plata, Argentina, is given for illustration. Last season, from 1,400 kilos (3,086 pounds) of Spanish "Early Rose," only 4,000 kilos (8,818 pounds) of potatoes were produced. There was much difficulty on account of late blight. The same planters secured a crop of 15,000 kilos (33,069 pounds) from 1,400 kilos (3,086 pounds) of "Early

Rose," imported from the United States. It is claimed, further, that seed from this country is delivered in better condition. According to recent trade reports, a cargo of 140,000 crates shipped from Valencia, Spain, was practically a total loss. Poor handling is said to have been responsible. The opportunity for trade extension in this respect appears to be excellent, but "regular" practices will be required if the industry is to receive the benefit. For instance, the shipment of seed not true to name means ultimate failure.

Crate is Best Package—Dimensions and Construction.

By far the best package for the South American trade is a crate that has been designed especially for this purpose. Many barrels have been used, but are not as well suited to the conditions. The

Soft iron straps



pathological inspector of the Federal Horticultural Board reported from New York in February that the potatoes that arrived in bad condition were packed in barrels and that he knew of no instance of crated stock carrying badly.

The export potato crate is made in two sizes: One holding 66 pounds net, or 30 kilos, and the other holding 110 pounds net, or 50 kilos. The respective dimensions are 10 by 13½ by 22½ inches and 12 by 15 by 32 inches. They are constructed of one-half-inch slats of yellow pine or similar material, with ends seven-eighths of an inch in thickness. The shape of the crate is octagonal. This makes a very convenient package to handle and when placed in stacks still allows excellent ventilation. To give additional strength, the ends of all the crates are strapped with bands of soft hoop iron and a partition is placed in the larger size. When barrels are used, holes should be cut in the staves and heads for the purpose of giving ventilation.

Inspection and Certification—"Black Heart" and "Soft Rot."

A large proportion of the potatoes sent to South America last season was forwarded by established export houses and ship brokers who contract with dealers for supplies. The dealers assemble, grade, pack, and deliver to the wharves. At New York City all export shipments for South American countries are inspected and certified by the pathological inspector of the Federal Horticultural Board before the potatoes are packed. This service is rendered by request of the shippers, who were aware that certification by the Government would be necessary to assure entry into Brazil, Argentina, and Uruguay. It also assures a minimum of loss from deterioration.

It is to be remembered that the hazard of shipping potatoes so great a distance and through tropical regions requires extreme measures in grading, packing, and shipping. The first shipments made in the early fall of 1914 arrived in bad condition, showing "black heart," which is said to be caused by exposure for 18 hours or more to temperatures ranging between 100.4° and 113° F. It is not improbable that such an exposure occurred in the above case, because inquiry made by the Department of Agriculture's pathological inspector at New York "revealed the fact that practically no ventilation is provided for in the compartments of the vessels, except such sluggish ventilation as might take place through one small flue from some of the lower compartments; no mechanical means are provided to cause a renewal or circulation of the air in the compartments."

In one case it was found that the potatoes were stowed just over the coal bunkers, and it is not surprising that this stock was discharged in bad condition. The prevention of "black heart," therefore, requires proper stowage and ventilation, so that the product may not be subject to dangerously high temperatures. Precaution is required also to prevent "soft rot." Careful handling and the elimination of all tubers showing cuts, bruises, or "dry rot" is urged by the inspector for the reason that these injuries easily develop into "soft rot" in temperatures much below that required for producing "black heart."

Refrigeration Space on Steamers.

Referring to the importance of proper stowage aboard steamers some of the lines have been equipped with refrigeration space, or "meat boxes," as they are called. These chambers were constructed for carrying fresh meats from South America to this country and are available for other commodities on the return trip. The insulation is very heavy, and these chambers are admirably suited to the safe transportation of potatoes without refrigeration. The meat boxes are closed at New York and not opened until the steamer arrives in South America. Therefore, potatoes which are loaded in cool condition may be held at safe temperatures in the insulated compartments and discharged in good form. Cool condition at loading time is essential, because large quantities may be stowed in these chambers, and if the potatoes are in heated condition "black heart" and decay are likely to develop. The charge for space in the meat boxes is considerably more than for ordinary space.

Shipping Facilities—Trade Connections.

The chief difficulties confronting the potato industry in developing trade rapidly with South America are the lack of sufficient sched-

uled shipping facilities and the problem of making trade contracts that may be relied on. Some of the exporters have established connections in other lines, and these contacts have been invaluable in taking advantage of the sudden demand for potatoes. Commercial representation is almost indispensable, and it would seem that the present situation offers an opportunity for efficient work by commercial bodies and organizations of growers, for, granting that previous arrangements are made for the disposition of cargoes, through cooperation of the shippers it may be possible and practicable to charter tramp steamers and partially overcome the apparent lack of shipping facilities.

The Question of Terms—Advantage Should Be Seized at Once.

Prior to the war South American dealers were able to demand from 60 to 90 days' time for payment of drafts. This condition has changed so that the potato exporters of this country are able to secure part payment at time of shipping and balance upon presentation of draft in South America.

As far as the individual grower is concerned, it is practically impossible for him to undertake direct dealing with the foreign houses. His product must pass through experienced hands. However, it is reasonable to believe that large cooperative organizations could render valuable service to the individual by working with the exporters. It is probable that such organizations also could cooperate among themselves to the extent of arranging for joint shipping and joint representation in the foreign markets. Remembering that the season lasts until spring, there is time for effecting necessary arrangements in shipping facilities and market connections.

In consideration of the unusual opportunity that appears to exist for a very large increase in our potato exports to South America it is urged that exporters, cooperative organizations, and other commercial bodies interested in foreign trade extension for agricultural products seize upon the present advantage without delay. It ought to be remembered that such an opportunity rarely comes, and that under existing conditions it may not be expected to last after this or next season. The situation, therefore, requires special activity—with caution, of course—on the part of all concerned, because otherwise the benefits of this very rare advantage may be lost to the potato industry for all time.

RULES IN APPROACHING ITALIAN NAVAL STATIONS.

[Communication from Italian Embassy, Washington, D. C., Sept. 9.]

Notwithstanding notices issued by the Italian Government requesting merchant ships to refrain from approaching Italian naval stations between sunset and sunrise and announcing that the port of Taranto had been closed to merchant shipping, several foreign merchant ships have come up to that port during night time. In order to avoid the dangers which may arise to merchant ships from such a course, the Italian Government would feel obliged if the attention of American merchantmen would be drawn on the matter.

THE COFFEE TRADE OF THE UNITED STATES.

As is well known, the United States is the largest single consumer of coffee, its imports at times approaching one-half of the total world production; but a new importance attached to its trade in the fiscal year ended June 30, 1915, as in that period the United States (and particularly the port of New York) became a clearing house for coffee cargoes. Whereas in the fiscal year 1913 reexports of coffee from the United States totaled 3,964,139 pounds and in 1914 9,574,496 pounds, in 1915 66,974,501 pounds were reshipped to other countries, and of this quantity 61,491,903 pounds cleared through New York.

Last year the United States imported 1,118,690,524 pounds of coffee, as against 1,001,528,317 pounds in 1914 and 863,130,757 pounds in 1913; but so heavy were the reexports, as noted, that consumption—i. e., net imports—was barely 6 per cent greater than in 1914, whereas consumption in 1914 was 15 per cent in excess of that for 1913.

Imports by Countries of Origin.

Brazil supplied, as in other years, most of the coffee imported into the United States during 1915, sending 30,000,000 pounds more than in 1914 and 134,000,000 pounds more than in 1913. Colombia also increased its shipments, furnishing nearly 20,000,000 pounds more than in either of the two preceding years. Central American States (chiefly Guatemala and Salvador) had an added 35,000,000 pounds to their credit in 1915 as contrasted with the preceding year and 43,000,000 pounds more than in 1914. Imports of Venezuelan coffee into the United States were 23,000,000 pounds greater than in either 1914 or 1913. These and other trade changes are clearly shown in the following summary:

Imported from—	1912-13		1913-14		1914-15	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Netherlands.....	1,956,676	\$350,093	5,905,654	\$938,703	1,583,672	\$253,731
Other Europe.....	7,155,967	1,111,110	1,243,736	204,521	738,462	114,430
Central American States and British Honduras..	32,172,524	4,115,720	40,202,480	4,943,643	75,350,258	8,631,967
Mexico.....	26,121,439	4,090,909	49,385,504	8,028,186	52,706,120	6,896,161
West Indies and Ber- muda.....	4,110,032	510,067	4,711,269	474,221	16,230,552	1,477,051
Brazil.....	639,262,011	87,867,451	743,113,500	76,016,463	773,400,315	65,492,280
Colombia.....	89,684,514	11,728,469	91,830,513	11,556,038	111,077,449	13,710,164
Venezuela.....	49,671,060	7,040,173	49,953,478	6,194,240	72,463,140	7,745,268
East Indies.....	7,559,765	1,254,879	8,673,941	1,361,847	10,898,139	1,511,375
Other Asia and Oceania..	4,083,462	692,204	4,140,032	695,088	2,383,741	431,928
Other countries.....	1,353,307	202,144	2,368,210	314,382	1,856,676	199,280
Total.....	863,130,757	118,963,209	1,001,528,317	110,725,392	1,118,690,524	106,705,644

Only Two Ports Show Larger Receipts.

New York and Galveston were the only two of the leading coffee ports of the United States that took larger cargoes of the berry in 1915 than in 1914, the gains and losses by chief ports of entry being graphically set out below:

Districts.	1912-13		1913-14		1914-15	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Massachusetts.....	1,122,811	\$176,175	1,453,136	\$246,962	1,086,962	\$155,072
New York.....	554,571,449	75,976,459	633,400,209	69,588,004	758,160,133	72,042,844
Philadelphia.....	840,863	131,440	1,303,568	212,876	1,477,351	64,654
Galveston.....	1,164,033	190,747	723,829	125,891	1,399,061	269,597
New Orleans.....	263,382,962	36,731,284	308,008,145	33,409,294	307,868,932	28,778,313
El Paso.....	46,848	6,729	1,793,991	272,545	816,125	106,912
Oregon.....	1,696,518	270,303	2,444,510	326,309	805,823	89,853

Districts.	1912-13		1913-14		1914-15	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
San Francisco.....	36,067,073	\$4,827,816	46,721,824	\$5,661,270	45,844,080	\$4,950,421
Southern California.....	1,150,173	171,289	2,496,999	322,985	579,211	60,384
Washington.....	1,216,617	182,927	1,650,180	217,189	792,665	87,877
All other.....	1,871,410	298,040	1,522,926	252,057	950,211	141,717
Total.....	963,130,757	118,963,209	1,001,628,317	110,725,392	1,118,690,524	106,765,644

As the foregoing table discloses, imports at New York were nearly 125,000,000 pounds in excess of those for 1914 and 203,000,000 above those for 1913.

Larger Cargoes for Europe.

Practically all of the advance in coffee shipments from the United States during the past year is accounted for by the enormously increased cargoes that went to Europe. Denmark and the Netherlands alone took 31,700,000 pounds more than in the preceding fiscal twelvemonth, and Norway, Sweden, and Greece took 12,200,000 pounds, whereas there were no direct cargoes thither in either 1914 or 1913. As shown by official American records, the reexports of coffee from the United States by countries of destination during the last three years were:

Exported to—	1912-13		1913-14		1914-15	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Denmark.....			79,280	\$0,880	17,398,298	\$1,951,584
Netherlands.....	256,812	\$23,467	571,170	84,509	14,974,211	1,650,150
England.....	10,993	2,300	56,431	8,247	8,130,941	922,146
Sweden.....					5,984,660	722,135
Greece.....					3,789,865	456,490
France.....	249,151	33,213	327,660	39,877	3,622,956	356,341
Italy.....	2,022,161	184,712	1,941,399	183,668	3,306,990	332,195
Norway.....					2,435,324	272,751
Mexico.....	236,104	45,415	2,547,723	353,477	3,050,294	364,018
Canada.....	148,489	28,474	127,582	18,637	698,324	81,319
All other countries.....	990,429	141,849	3,923,251	577,942	3,582,318	454,167
Total.....	3,904,139	459,230	9,574,496	1,276,227	66,974,501	7,562,306

New York Becomes a Clearing House for Coffee.

As is well known, New York is the principal port for the receipt and dispatch of coffee cargoes, and, as already stated, reexported 61,491,903 pounds of foreign coffee in the fiscal year just ended. This amount was nearly ten times the reexports from New York during 1914 and more than twenty times its reexports in 1913. The other leading districts in the coffee reexport trade are:

Districts.	1912-13		1913-14		1914-15	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
New York.....	3,089,640	\$315,931	6,221,310	\$811,158	61,491,903	\$6,906,946
Arizona.....	55,663	8,379	207,485	31,426	914,309	110,968
Eagle Pass.....			563,549	63,006	576,215	49,935
El Paso.....	115,243	23,247	1,012,091	156,887	622,404	97,719
Laredo.....	101,197	11,034	675,277	89,237	468,426	53,105
San Francisco.....	472,552	75,722	765,883	105,489	2,124,299	250,342
Buffalo.....	44,286	7,436	41,115	5,619	437,972	44,673
Other.....	85,559	17,481	57,786	13,265	338,973	48,616
Total.....	3,964,139	459,230	9,574,496	1,276,227	66,974,501	7,562,306

It is interesting to note that, while the vast increase in coffee shipments in 1914-15 is directly attributable to the European conflict that was waging during 11 months of that year, there was no evidence of "war prices" in the values assigned to the outgoing cargoes. On the contrary, the average value per pound was less last year than in either of the two preceding, being 11.3 cents as contrasted with 13.3 cents in 1913-14 and 11.6 cents in 1912-13.

PREVENTING ADULTERATION OF GOODS AT HONGKONG.

[Consul General George E. Anderson, Hongkong, China, July 30.]

The long struggle of Hongkong exporters against the adulteration of many lines of Chinese export goods continued during the past year with considerable success, and the government of the colony has assisted the commercial interests by establishing or, rather, amplifying the work of Government bureaus. Discussing the subject, and particularly the matter of disputes between Hongkong exporters and American and other importers, the president of the Association of Exporters of Hongkong in the association's annual meeting on July 29 said:

Through the energy and interest of Mr. Frank Browne, the Government analyst, the Hongkong government have gone to the expense of fully equipping the laboratory with appliances for testing shipments of aniseed and cassia oils, and after testing to wire and seal the cases and issue a certificate of analysis at a reasonable fee, full particulars of which you will find in the report, and the thanks of this association are due to Mr. Browne and the Hongkong government for the interest they have taken in this matter and their readiness to assist us. This, as you are aware, has been the result of the complaints and claims from buyers on account of the adulteration of the oils, whereby they have not come up to the standard tests, and we are in hopes by this means of eradicating all this, so that when a shipment has been duly analyzed and certified there shall be no further dispute between buyer, seller, or dealer, the Government certificate being a guarantee of standard quality from which there is no recourse. This is done with certain other articles, but at the moment the home buyers are not disposed to see eye to eye with us on this point, and apparently reserve to themselves the right to arbitrate or reject parcels whether accompanied by Government certificates or not. This is a point which your new committee will have to deal with, and we hope and believe will bring to a successful issue. The question of false packing of human hair has also received the earnest attention of your committee, and steps were being taken to overcome this difficulty, but negotiations were abruptly terminated upon the outbreak of the war. At present, however, this article is more or less dead, but the matter will not be allowed to rest, and we hope to be able to force the dealers to deliver the quality they contract to supply, and not inferior and falsely packed cargo. I may say that these remarks apply equally to bristles.

As indicated heretofore in reports from this office the chief difficulty in all such matters at the present time is to secure the active and genuine cooperation of Chinese exporters and middlemen in the efforts of exporters to standardize products and prevent adulteration, short weight, and other evils. The association has endeavored to enlist this cooperation, but the proportion of Chinese shippers in the association continues small and there is no likelihood of any change until commercial conditions in the colony change materially.

A factory for making fish oil is projected at Ijmuiden, Holland. The American Export Chamber of Commerce at Amsterdam can give particulars.

RECOVERY OF DIAMOND TRADE OF AMSTERDAM.

[Consul Frank W. Mahin, Amsterdam, Netherlands, Aug. 7.]

The depression in the Amsterdam diamond industry following the outbreak of the war is apparently gradually passing away. The number of unemployed workmen is decreasing and the export of diamonds to the United States (the principal market) is increasing. In comparison with the corresponding periods of 1914, the value of diamonds exported to the United States was \$733,617 less in the first quarter of this year, \$457,342 less in the second quarter, and only \$28,700 less in July, while in the first week of August the export is \$354,500 worth, against \$140,000 worth in the corresponding week last year.

It is stated that the prices of diamonds fell about 20 per cent with the beginning of the war, but that they are now about normal again.

Certificates of Origin.

No polished diamonds can now be exported from the Netherlands to the United States or most other countries without a certificate showing that they were polished in the Netherlands. The certificate is made necessary by the restrictions upon exports imposed by the British blockade. In order to obtain the certificate, the exporter must produce his diamonds to a committee of three persons in Amsterdam, two of whom are experts in the diamond trade, while the third is indirectly connected with the trade and acts as a controller. [A list of these members may be had from the Bureau of Foreign and Domestic Commerce; refer to file 65178.]

The experts usually know upon inspection if the diamonds produced were polished here. But if doubtful they call for the original bills of the polishing firms who are said to have finished the gems or inquire directly of such firms. If the diamonds are approved, the box or other container is closed, sealed, and given a distinctive mark or number, which also appears on the application for the certificate. The package of diamonds and the certificate are then presented by the shipper to the third member of the committee, who makes sure that the package is the one closed and sealed by the two experts and described in the application for the certificate. He retains the package and presents the application to the Amsterdam customhouse, which issues the required certificate, when the package is forwarded to the United States or other country.

This proceeding does not apply to rough diamonds, which are practically all products of British possessions, but without it no cut diamonds can be sent out of the Netherlands, unless they are carried personally by some individual, to the principal markets.

Present and Prospective Results.

The natural result is to exclude from the principal markets diamonds which have been polished in Belgium, now treated as German territory when exports are concerned. But it is believed, if not absolutely known, in Amsterdam diamond circles that Belgian-polished diamonds are still exported to the United States. How and whence, the authorities interested are seeking to discover.

Of course, diamonds may be freely exported from Belgium to Germany, Austria, or other countries which Great Britain can not prevent from trading with Belgium. But it happens that the countries

buying nearly all the diamonds are the very ones whose trade with Belgium and the Netherlands is within the control of Great Britain.

In recent years Antwerp has rivaled Amsterdam as a center for diamond polishing and exporting, though it is always claimed that Amsterdam does superior work. Certainly the greatest modern diamonds in the world have been cut and polished here; its mills contain workmen of rare skill, and higher wages are paid here than elsewhere in the diamond industry. It is stated that many applications for employment from Antwerp diamond workers are received in Amsterdam, and it would appear as if present conditions were giving Amsterdam a practical monopoly of the diamond-polishing business. What will be the situation after the war is of course only conjecturable, but it is believed that some of the business now diverted to Amsterdam will be a permanent gain.

MOTOR BOATS IN SOUTH CHINA.

[Consul G. C. Hanson, Swatow, July 19.]

On July 10, 1915, a motor boat equipped with American kerosene engines left Hongkong and, after running 31 hours, arrived at Swatow, covering a distance of 180 miles.

An American agent at Hongkong representing a manufacturing company of Erie, Pa., secured in June, 1914, a contract to build for a Chinese launch company in Swatow a passenger motor launch that could be operated in the shallow streams that abound in this vicinity. The launch was delivered in Swatow this July, as per contract. The long time consumed in completing the boat was due to the fact that seven months elapsed from the date the order was sent from Hongkong to the date on which the American engines were received in Hongkong. The actual construction of the launch proper was accomplished in four months.

The launch is 60 feet long, 12 feet in beam, with a draft of 11 inches aft and $6\frac{1}{2}$ inches forward. Its mean draft is 9 inches. This is by far a record for shallow draft in this vicinity, other local launches drawing from 2 to $2\frac{1}{2}$ feet. The hull was constructed by a Hongkong Chinese firm under the direction and from the designs of the representative of the Fulton Pennsylvania Co. The wood used was Chinese pine. Its capacity is 100 passengers. The bottom of the hull is absolutely flat and the extreme height of the launch above the water line is 12 feet. There are two decks completely housed in. The engines are two 3-cylinder Fulton kerosene motors of 20 horsepower each which drive the boat at a speed of $7\frac{1}{2}$ knots per hour. The cost of the launch complete was \$8,000 Hongkong currency.

During the run from Hongkong to Swatow it was found that in one stretch of 14 hours of steady running 55 gallons of Standard Oil Co.'s kerosene, Eagle brand, was consumed. While in Hongkong the vessel was only given one trial of three hours. The engines worked so well that the trip to Swatow was immediately undertaken.

The above is typical of the kind of launch and engine desired for passenger traffic on the river branches in this vicinity. It is gratifying that American engines worked so satisfactorily on the 180-mile ocean trip from Hongkong to Swatow.

COMPOSITION OF NATURAL GAS IN VARIOUS CITIES.

Comparisons have been made for the first time of the qualities of the natural gas produced in various sections of the United States in the course of investigations conducted by the Bureau of Mines looking to a more efficient utilization of the fuel resources of the country. A report by G. A. Burrell and G. G. Oberfell has been issued by the bureau giving the composition of such gas in 25 cities located in Arkansas, Texas, Indiana, Kansas, Kentucky, Louisiana, Missouri, New York, Ohio, Oklahoma, and Pennsylvania. Figures derived from the tests are:

State.	Town.	C_2H_{6-10}	Methane CH_4	Ethane C_2H_6	B. t. u. per cubic foot (760 mm. pressure), at 0°C.	Specific gravity.
		<i>P. ct.</i>	<i>P. ct.</i>	<i>P. ct.</i>		
Arkansas and Texas	Texarkana	96.0	96.0	0.0	1,022	0.53
Indiana	Noblesville	93.0	86.8	6.2	1,040	.62
Kansas	Iola	97.7	96.4	1.3	1,051	.58
Do	Topeka	95.5	88.8	6.7	1,070	.61
Do	Leavenworth	95.8	91.3	4.5	1,066	.60
Kentucky	Louisville	98.2	77.8	20.4	1,206	.66
Louisiana	Lewis	96.5	96.5	.0	1,028	.53
Do	Mansfield	97.3	97.3	.0	1,096	.59
Missouri	Joplin	96.9	92.6	4.3	1,066	.59
New York	Alma	99.9	68.8	31.1	1,312	.71
Do	Buffalo	95.1	79.9	15.2	1,134	.65
Ohio	Cincinnati	99.3	79.8	19.5	1,213	.65
Do	Cleveland	98.7	80.5	18.2	1,196	.65
Do	Marletta	98.8	73.2	25.6	1,256	.69
Do	Springfield	95.0	80.3	14.7	1,129	.65
Do	Columbus	98.5	80.4	18.1	1,193	.65
Oklahoma	Bartlesville	95.5	92.4	3.1	1,042	.60
Do	Chelsea	93.1	75.4	17.7	1,132	.67
Do	Guthrie	90.0	69.4	20.6	1,122	.70
Do	Muskogee	96.2	92.1	4.1	1,057	.59
Do	Nowata	95.2	95.2	.0	1,014	.58
Do	Pawhuska	94.2	88.6	5.6	1,048	.61
Do	do	87.2	66.5	20.7	1,063	.71
Do	do	93.9	85.1	8.8	1,070	.63
Pennsylvania	Oil City	96.9	67.6	31.3	1,302	.67
Texas	Corsicana	96.0	96.0	.0	1,044	.57
Do	Dallas	61.5	50.6	10.9	742	.77
Do	do	61.7	51.3	10.4	740	.76
Do	Fort Worth	61.7	51.5	10.2	738	.76
Do	do	61.1	51.1	10.0	730	.76
Do	do	61.5	50.6	10.9	742	.77
Do	do	61.3	50.6	10.7	738	.77

Approximately Equal in Heating Value.

Many of the samples show approximately the same heating value. Attention is called, however, to those from Dallas and Fort Worth, Tex., with a heating value of about 740 B. t. u. per cubic foot at 0° C. (32° F.) and 760 millimeters pressure. They are exceptional. At the other extreme is the gas used in Alma, N. Y., with a heating value of 1,312 B. t. u. The samples from gas used in Columbus, Cleveland, Pittsburgh, Cincinnati, and Louisville rank the highest, and in general natural gas from the Appalachian region has the highest heating value.

The Bureau of Mines has determined the explosive limits of mixtures of air and the natural gas used in Pittsburgh, this gas being typical of that supplied to many cities. For most practical purposes these limits may be accepted as applying quite closely to practically all the natural gas mentioned. The smallest quantity of natural gas in a mixture of natural gas and air that upon ignition com-

pletely inflamed as observed by the eye was 4.92 per cent. The largest proportion was 11.50 per cent.

Out of the samples of natural gas from 25 cities in the United States, 5 contain methane only as the combustible gas. The others contain, in addition to methane (CH_4) higher members of the series of paraffin hydrocarbons. Natural gas in two different sands of the same field may vary decidedly in composition.

The ignition temperature of natural gas lies between about 550°C . and 750°C . The composition of the natural gas used in any one town may remain remarkably constant for a long period. Oxygen, carbon monoxide, hydrogen, and olefin hydrocarbons are not present in natural gas. The only practical way to remove products of combustion (either perfect or imperfect) from a gas stove is by means of a vent leading to the house chimney.

A large proportion of natural gas in air is required to suffocate men. As far as canaries are concerned, the effect on them of mixtures of natural gas and air is principally due to the lowering of the oxygen content of the air by the diluting action of the gas.

Copies of Technical Paper 109, containing this report, may be obtained at 5 cents each from the Superintendent of Documents, Washington, D. C.

CANADIAN GOVERNMENT CONTRACT FOR ZINC OUTPUT.

[Consul Julius D. Dreher, Toronto, Sept. 4.]

It is officially announced by the president of the Consolidated Mining & Smelting Co., Toronto, that the Dominion Government has contracted with that company for the entire output of the new zinc reduction plant now being installed at Trail, British Columbia. After long experimentation the metallurgists of this company have discovered a satisfactory process of reducing the ores by electrochemical treatment, the experimental plant being now capable of producing 500 to 1,000 pounds a day. It is said that the Trail smelter will be one of the best in America and that it will be producing 25 tons of spelter a day before the end of the year. It is also stated that the output of lead and zinc at this smelter will exceed in value its production of gold. The new zinc plant will be installed with a capacity to use 10,000 hydroelectric horsepower from the West Kootenay Power Co.

BUYERS WANTED FOR BRAZILIAN HAT STRAW.

[Consul A. T. Haeblerle, Pernambuco, July 16.]

The Pernambuco consulate has been requested by local shippers to ascertain the prices paid in the United States for straw used for making Panama hats. According to an article in a recent issue of *Gazeta Republicana*, published at Bogota, Colombia, there is a movement on foot to restrict the shipment of this class of straw by placing an export duty thereon, and also to prohibit the exportation of seed. It is said that Colombia, Ecuador, Venezuela, and Peru may enter into an agreement concerning this matter. Persons here interested in the exportation of straw desire to communicate with importers of this article in the United States.

[The address of a Pernambuco exporter of straw may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65136.]

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the **Bureau** and its **branch offices**. Request for each opportunity should be on a separate sheet and the **file number** given.

Paper and raw sugar, No. 18250.—A firm in the United States informs the Bureau that it is in receipt of a letter from a company in Serbia asking for samples, price lists, and full information relative to all kinds of paper, especially print paper, and raw sugar. Quotations should be made c. i. f. Saloniki, including war-risk insurance.

Jewelry, No. 18251.—A firm in the United States informs the Bureau that it has an inquiry from its agent in Cuba, stating that he would like to represent one or two American manufacturers and exporters of jewelry.

Machinery, No. 18252.—An American consular officer in China has transmitted a report relative to a possible opportunity for the sale of match-making machinery and other materials for that industry.

Hosiery, silk goods, etc., No. 18253.—The commercial attaché of the Department of Commerce in Australia transmits the name and address of a manufacturers' agent who desires to represent American manufacturers and exporters of hosiery and silk piece goods. The man states that he has been established in this line of business for several years.

Fancy goods, No. 18254.—An American consular officer in England reports that a firm in his district is desirous of being placed in communication with American manufacturers of fancy leather goods, trunks, dressing cases, cabinet goods, and silver and glass ware.

Paper, No. 18255.—A firm of commission agents in Greece informs an American consular officer that it desires to communicate with American exporters of all kinds of writing paper, blotting paper, and typewriter and carbon paper. Quotations are desired f. o. b. New York. The first order will be paid for in cash, but later the firm will ask for usual credit terms. Samples and full information should be sent at once. Samples may be sent by parcel post. Correspondence may be in English. References are given.

Flour, No. 18256.—An American consular officer in an insular possession writes that a business man in his district desires to represent American manufacturers and exporters of flour. Correspondence may be in English. References are given.

Leather goods, No. 18257.—A business man in England informs an American consular officer that he desires to establish commercial relations with American manufacturers of hand bags, purses, braces, etc., made of natural alligator skin.

Watchcases, No. 18258.—A Canadian firm writes an American consular officer that it desires to be placed in communication with American manufacturers and exporters of gold filled and plated watchcases. The goods are for direct shipment to Japan. Catalogues and full information should be sent at once. Bank reference is given.

Pipe fittings, No. 18259.—An American consular officer in Burma transmits the name and address of a firm in his district which desires to receive catalogues, price lists, and full information from American manufacturers and exporters of pipe fittings. Quotations are desired c. i. f. destination. Prices should be stated in English currency. The firm states that if prices and terms are favorable it will place orders by cable.

Machinery, No. 18260.—A firm in Italy informs an American consular officer that it wishes to correspond with American manufacturers and exporters of typographic and lithographic machines, with a view to securing an agency.

Hardware, No. 18261.—An American consular officer in Africa transmits the name of a merchant in his district who desires to represent American manufacturers of hardware specialties. Catalogues and full information should be sent at once. Correspondence may be in English.

Chewing tobacco, No. 18262.—A firm in Burma writes an American consular officer that it desires to receive the names and addresses of American manufacturers of chewing tobacco. Samples and full information should be sent.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE

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PORTUGAL'S PURCHASE OF WHEAT.

[Consul General W. L. Lowrie, Lisbon, Aug. 10; confirming cablegram in COMMERCE REPORTS for Aug. 4, 1915.]

The Government of Portugal has been authorized by the National Congress to import wheat to the volume of 200,000,000 kilos (7,348,667 bushels). A special credit has been placed at the disposal of the Ministry of Public Works (Ministerio do Fomento) for the purchase of this amount of wheat.

BANK CLEARINGS AT JAPANESE CAPITAL.

[Extract from Japan Mail of July 5, by Consul General George H. Seidmore, Yokohama.]

Credit is shown to have suffered from the hard times attendant on the war in the past half year's report of the Tokyo Clearing House, which covers the accounts of 283 banks, inclusive of the Bank of Japan, post offices, and others. Paper cleared during the past half year is valued at \$1,125,480,000 in round figures, against \$1,137,930,000 for the same time last year—a decrease of \$12,450,000.

In the number of bills exchanged there is a still more disastrous falling off reported for every one of the six months just concluded, except May. The total number comes to 2,208,440, a falling off of 74,019 as compared with the same time last year. Even the increase for May is not a real gain, for the same month last year saw the house closed for two days on account of the death of the late Empress Shoken.

The August 14th issue of the Weekly Report of the American Association of Commerce and Trade at Berlin states that from the outbreak of the war to August 1, 1915, \$125,000,000 has been invested in new and existing industrial undertakings in Germany.

EUROPEAN GOVERNMENT REGULATION OF WATER POWERS.

One of the most important problems in the political economy of a nation is the control of water power, and the fact that Congress recognizes its importance is shown by the time devoted to the subject by the United States House of Representatives during the latter part of 1914. It is always interesting and usually helpful, in considering the conditions involved in this problem, to find how other countries have dealt with somewhat similar conditions, so that Water-Supply Paper 238—The Public Utility of Water Powers and their Governmental Regulations—issued by the United States Geological Survey in 1910, contains much valuable data. This report, prepared by René Tavernier, chief engineer of the Department of Public Works of France, in conjunction with the United States Geological Survey, treats of the manner in which France, Switzerland, and Italy have dealt with the problem of utilizing more satisfactorily the water powers afforded by the streams of those countries. The French regulations take cognizance of two kinds of streams—first, rivers that are navigable neither for vessels nor rafts, over which the French minister of agriculture exercises certain police powers and in which the riparian landowners possess certain rights; and second, streams that are navigable by vessels or rafts, which lie within the public domain and which are administered by the minister of public works. In Switzerland control of watercourses that are navigable for neither ships nor rafts is retained by the cantons and communes; in Italy the waters are public property, concessions for development being issued by the Government.

The laws in force in France, Switzerland, and Italy are given in the report, together with a brief discussion of the results of their operation, as well as their defects and the probability of future changes in the laws.

A copy of the report may be obtained free on application to the Director of the United States Geological Survey, Washington, D. C.

THE PROPOSED SINO-JAPANESE BANK.

[Extract from Japan Chronicle of July 9, by Consul General George H. Scidmore, Yokohama.]

With the object of realizing a financial and economic alliance between Japan and China, the Japanese Government has conceived the plan of establishing a large Sino-Japanese Bank, and has appointed a committee headed by Mr. Hamaguchi, financial secretary to the Japanese Diet, who was formerly Vice Minister of Finance, for the purpose of instituting the necessary investigations preliminary to the announcement of the details of the scheme. On July 6 the committee met for the first time, and though no details are yet available regarding the scheme, the Asahi of Osaka states that it will probably materialize in the form of a special bank with a Japanese capital of \$9,960,000, the business operations to extend over the whole of Manchuria, Mongolia, and other parts of China.

[This banking enterprise has frequently been mentioned in **COMMERCE REPORTS**, the most recent references being in the issues for July 9 and 23, 1915.]

COOPERATIVE MARKETING OF FRUIT URGED.

Effective cooperative organizations afford the best means for profitable marketing of the country's increasing apple crop, according to a survey of marketing conditions in the industry just published as bulletin No. 302, "Apple Market Investigations, 1914-15," by the United States Department of Agriculture. In States where apples are boxed instead of barreled, growers' associations handle a large percentage of the output, and in securing uniformity in the pack and advantageous distribution of the crop are much more successful than individual producers in other sections. Where individuals act independently there is little uniformity in grading and much poor fruit is shipped which, in seasons of large production such as 1914, can not be disposed of profitably.

Observations in the Chicago market showed that 25 per cent of the arrivals in car-lot bulk, or the equivalent of 350 carloads, and 10 per cent of the barreled shipments, the equivalent of about 160 carloads, were of such poor quality that the price would not have paid the freight charges had these apples been shipped by themselves. By throwing out this poor fruit the farmers would not only have saved the cost of packing and shipping, but would have cleared the market for their good stock. Similar conditions were found elsewhere.

In this connection it is said that the grade and package laws now in operation in a number of States are proving effective in stabilizing the market. Uniformity in State legislation of this kind, the authors state, is, however, most desirable.

The effect of the war upon the industry has been found to be less disastrous than was apprehended. Because of the cheapness of the fruit, consumption was stimulated until the exports far exceeded expectations. The German ports being closed, large quantities were shipped direct to the Scandinavian markets for the first time, and this should prove of considerable benefit in future years. Direct trade with South America has also increased greatly and should continue to do so, especially if the growing trade in meat products affords additional return facilities for shipment. Careful selection, grading, and packing by hand is, however, essential to the delivery of the fruit in good condition, and only stock that may be classed as "fancy" or "extra fancy" should be exported to South American ports.

LOW FIRE LOSSES IN BERLIN.

[Reported by Consul General Robert P. Skinner while at Berlin.]

Fire losses in Berlin are strikingly low. This is due, among other things, to the small quantity of wood used for structural purposes, the limitations of the height of buildings to 72 feet, and, no doubt principally, to the temperament of the people. All real (immovable) property in Berlin is required by law to be insured in the so-called Municipal Fire Society (städtische Feuersozietät). The report of this institution for a recent fiscal year announced fire losses in the course of the year amounting to \$260,529 on policies aggregating \$1,314,367,233, or \$0.20 of indemnity paid for each \$1,000 of insurance. The average for the decade 1902-1911 was \$0.21.

GERMAN IRON AND STEEL INDUSTRY.

[Weekly report of American Association of Commerce and Trade, Berlin, Aug. 14.]

A revival in the production of steel in Germany is to be noted, the total for June, 1915, standing at 1,080,786 metric tons. With the exception of March, this is the largest output since the beginning of hostilities, although it was nearly equaled in both April and May. The figures of the past year's production of steel, in tons of 2,204.6 pounds, are: July, 1914, 1,627,345; August, 566,822; September, 663,223; October, 900,201; November, 900,026; December, 941,964; January, 1915, 962,736; February, 964,191; March, 1,098,273; April, 1,012,334; May, 1,014,107; and, as stated, in June, 1,080,786.

The pig-iron output in June reached 993,496 metric tons; in May, 985,968 tons; in April, 938,679 tons; in March, 938,438 tons. The quantities of the various grades of pig iron produced in these four months are shown in the following table:

Pig iron.	June.	May.	April.	March.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Foundry	203,849	219,040	210,498	190,330
Bessemer	18,887	16,965	14,426	12,223
Thomas	612,659	600,752	564,381	564,179
Spiegeleisen	126,611	121,959	125,023	135,761
Puddle	21,490	27,252	24,361	26,935

In July, 1914, Germany's production of pig iron totaled 1,564,345 tons; in August, 586,661 tons; September, 580,087 tons; October, 729,841 tons; November, 788,956 tons; December, 854,186 tons; January, 1915, 874,133 tons; and in February, 803,623 tons.

THE GERMAN HARDWARE SITUATION.

[Weekly report of American Association of Commerce and Trade, Berlin, Aug. 14.]

Investigation reveals a varying degree of activity in the different branches of the hardware industry. A Westphalian manufacturer of builders' specialties reports that his output at present is but half his peace production, the falling off being attributed to high prices and stagnation in the building trade. Decreased activity in the building trade also reacts on works producing locks, and the increased cost of raw materials has caused a rise of 5 to 10 per cent in the finished product. The demand for rivets and screws is limited, but the factories are in position to keep their working forces together.

Extraordinary activity is reported from establishments furnishing to the army; day and night shifts are the rule, and by turning over part of the orders to other factories less busy the condition of the latter is improving. Activity in the tool trades is satisfactory, and although general consumption has declined, trade in axes, hatchets, hammers, files, and similar tools is brisk. Prices have been adjusted in accordance with manufacturing costs. Factories producing accessories for bicycles and automobiles are well employed, and the same is true of makers of springs and axles for vehicles. The harvesting of the crops is reflected in a good trade in scythes, and large orders have been received for shovels, spades, and picks.

Concerns of the other metal trades are extremely busy and obtain good prices on orders for military supplies.

AMERICAN COAL IN THE CANARIES.

[Consul George K. Stiles, Tenerife, Canary Islands, July 27.]

The war has thrown open to American producers of the finer grades of bunker coal two of the great coaling stations of the Atlantic—Teneriffe and Las Palmas, Canary Islands. Coal to the value of \$5,475,000 was supplied by the Canary Islands to ocean traffic during 1914, and, despite the reduction in the world's commercial tonnage, the present year is reported by coal dealers here to have shown little falling off.

Before the war American coal exporters found it impracticable to make any entry into this trade. Only during the existence of serious coal strikes in England have cargoes of American coal been brought here from time to time to supply the temporary lack of British-produced coal.

Exceptional Opportunity This Year—Unusual Efforts Required.

This year the increasing difficulty in securing Cardiff and Durham coal has enabled enterprising American export houses to send here a number of cargoes of high-class steam coal. This coal is reported to have given perfect satisfaction, but thus far the big buyer still persists in the attitude of considering American coal as available in the Canaries only for emergency use. It will be necessary, then, for American producers to make unusual efforts to secure a permanent hold on this trade.

Full practical details of a minute character are essential for an intelligent effort, but it is equally necessary that American coal exporters should primarily understand that the English mine owners are financially interested in the local firms. Usually dealers here are mere departments of London firms, with coaling branches in many parts of the world. These London firms are either mine owners or closely affiliated with such enterprises.

It may prove necessary, therefore, to secure direct representation of American firms in Tenerife and Las Palmas before American coal will be given a fair chance to show its superiority at the same prices asked for British coal.

Possibilities at La Palma.

It has been repeatedly suggested that for American firms intent on securing a permanent market the port of Santa Cruz de La Palma should offer the best opening. This island lies to the west and more in a direct line with the current of ocean traffic that stops at Canary ports exclusively for coaling and watering purposes.

Water is decidedly cheaper in La Palma and port charges are smaller. There is practically no competition, as the present establishments are concentrated in Tenerife and Las Palmas. American firms might find there an ideal base for securing a permanent foothold. Such an attempt would require strong financial backing, dealing with the problem in a manner that shall be direct and designed to achieve permanent results, after careful study of the possibilities by experts on the ground.

Prices Have Nearly Doubled—American Coal Means Saving for Importers.

Even without such thoroughgoing methods there now exists the opportunity to export American bunker coal here. The contract

price of coal at this time last year was \$7.50 per ton for the high-class Cardiff article. This coal is now bringing \$14.50, and dealers admit that the prospects are rather for an increase than a decrease in prices.

Under such circumstances American bunker coal can be laid down in Canary Island ports at an undoubted advantage over the Welsh article. As a result, approximately 50,000 tons of this coal were imported during the first six months of 1915, at a saving (so I am informed by the manager of the company importing the most of it) of about \$1 per ton as compared with the British product.

This represents approximately 20 per cent of the coal imports into the Canaries for the first half of 1915. As against an importation of absolutely no American coal in 1914, it shows strikingly what a consistent and comprehensive effort could bring forth for the exporters of the United States.

Details of Conditions, Methods, and Terms.

The following practical details of port conditions, methods of transferring cargoes, port charges, customary credit terms, etc., will enable exporters to figure on the best methods to employ in going after this traffic.

The coal tonnage imported into Teneriffe during 1914, according to combined estimates of the larger dealers, was 229,000 long tons; that of Las Palmas was somewhat larger, being estimated at 271,000 long tons.

Both Teneriffe and Las Palmas are deep-water ports, the depth in Teneriffe Harbor ranging from 20 fathoms up, while at Las Palmas the depth is far greater than is necessary for the largest steamers known.

Cargoes range from 2,000 to 7,000 tons, and other than full cargoes are rarely received here, except a few shipments of gas coal for the use of the Teneriffe and Las Palmas gas companies, which buy occasional small lots. Anthracite is also occasionally purchased, but the trade is comparatively unimportant, being estimated at less than 5 per cent of the entire traffic. Coke is practically never imported into this market.

The usual manner of unloading coal cargoes is to have the coal shoveled into sacks weighing about 200 pounds each. These are transferred to lighters by the derricks of the collier at the rate of five sacks to each shift of the derrick, or approximately one-half ton to each movement of the crane. The ordinary rate of unloading is 250 tons per day, but as high as 600 tons per day have been unloaded. This could be doubled by night shifts if exporters desire to economize the time of the collier's charter.

All coal in Teneriffe and Las Palmas is unloaded into lighters, and exporters should base their prices on contracts requiring them merely to deliver their cargoes into lighters. The local dealers all maintain large forces of men to unload and handle the coal they purchase, and a section of the port is occupied by scores of lighters for this service.

The storage depots on shore at Teneriffe approximate between 60,000 and 70,000 tons, and practically the same is possessed by the coaling firms at Las Palmas.

Foreign or American colliers are used indifferently in the trade, but the lack of this class of vessels flying the American flag is shown by the fact that only one such has visited the Canary Islands during the first half of 1915.

Freight Charges High.

Freight charges for collier service from England before the war were about 10s. (\$2.43) per ton, but have now more than doubled. As high as 28s. (\$6.86) per ton was paid between Cardiff and Las Palmas early this year, but offers at 20s. (\$4.89) were reported last month.

Local prices on the open market were quoted at \$14 early in June, and by the middle of July had risen to \$14.50. These prices are c. i. f. at the Canary Islands.

The larger houses here are, as previously indicated, actually branch houses of London firms and know little of the credit terms obtained by their buying representatives, who should be addressed in the central offices in England. No American firm has any branch office (so far as can be learned) in either Teneriffe or Las Palmas, but one special brand of well-known American steam coal is said to be represented in Las Palmas by a British firm, which has imported much of the American coal bought during the present year.

[A list of coal dealers in the Canary Islands, together with their central purchasing houses in England, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65547.]

CANADIAN MARKET FOR DOLLS AND TOYS.

[Consul O. Gaylord Marsh, detailed as vice consul at Ottawa, dated Aug. 27.]

During the 12 months ended March 31, 1915, imports of dolls and toys into Canada amounted to \$657,263, as compared with \$1,037,155 during the preceding fiscal year. This decrease may be attributed to three causes: A general curtailment of expenditures for luxuries, the interruption or stoppage of imports from certain sources, and increased home production. Of the imports for the last fiscal year, \$285,910 worth came from the United States, \$247,044 from Germany, \$71,350 from the United Kingdom, and \$13,713 from France.

The Canadian manufacturers of toys, particularly of dolls, are feeling considerable stimulus as a result of conditions brought about by the war, but local toy dealers are finding it necessary to look to the United States and Japan for many kinds of toys formerly obtained from European sources. The Japanese products finding a market in this consular district are mostly of the mechanical type. Canadian-made dolls are sold at a lower price than those from the United States, but are, comparatively, of inferior quality, the cloth, stitching, and joints being somewhat crude. Local dealers express some doubt concerning their ability to supply fully the demands for toys during the coming season.

This seems an opportune time to make an earnest effort to extend this branch of American trade in Canada.

[A list of toy manufacturers in Canada and of toy dealers in Ottawa may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65272. A previous report on the Canadian market for toys and dolls, by Consul Henry P. Starrett, was published in *COMMERCE REPORTS* for Apr. 21, 1915.]

JAPANESE TRANS-PACIFIC SHIPPING.

[Extract from Japan Times of Aug. 10, by Consul General George H. Scidmore, Yokohama.]

Shipping circles are as busy as ever, with a number of problems to solve, while the prosperity which marked the first months of the year is still maintained in spite of the hot season, when usually the market sinks down into dullness.

It is an interesting bit of news to be reported in contrast to the secession of the Pacific Mail from the Trans-Pacific Line that the Dutch Asiatic Steam Navigation Co. has decided to start a regular service between San Francisco and Vladivostok via China and Japan. It is a monthly service with ships of the *Indian* type. The first liner, the *Indian*, will leave San Francisco in the course of the month.

The raising of freight rates by the Russian Volunteer Fleet and the Osaka Shosen Kaisha on the Tsuruga-Vladivostok Line has caused indignation among shippers. They are particularly opposed to the company's proposal to compute rates in yen rather than in rubles as at present.

A formal request was made by the Associated Cotton Spinning Companies to the Nippon Yusen Kaisha, as representatives of the group of shipping companies engaged in transporting Indian cotton, to suspend the projected raising of rates on the Bombay line. It is now reported from Osaka that the request has been rejected.

On the Shanghai line an improvement is reported to have occurred lately with the subsidence of the boycott movement in some Provinces along the Yangtze, not on account of the prevalence of better feeling toward the Japanese, but on account of the scarcity of necessary stocks in the market. The Shanghai liners which once were forced to ply almost in ballast have regained the old standard of cargo. Sometimes they have to call in the aid of extra ships.

In the charter market the activity once prevailing is now on the wane, but deals in old ships are increasing with the result of appreciating the values of old ships to an astonishing degree. The explanation is obviously that the building of new bottoms is difficult. During the past month 15 ships changed hands. One of them, which is quite an old vessel with a tonnage of 1,050, fetched 110,500 yen (\$55,029). Another with a net tonnage of 1,932 tons changed hands at 150,000 yen (\$74,700). Both of them were quoted at scarcely 80,000 yen (\$39,840) some time ago.

The Nippon Yusen Kaisha and the Panama Route.

The Asahi of Osaka learns that the Nippon Yusen Kaisha steamers the *Tsushima Maru*, *Toyocoka Maru*, *Tokuyama Maru*, *Takata Maru*, *Toyohashi Maru*, and *Toyama Maru*, each of 7,500 tons, now temporarily on the European run, which on the return voyage are bound to New York and Philadelphia to take on board petroleum, will be placed permanently on the New York run by way of Panama. The steamers will ply between Manila, Hongkong, Shanghai, Kobe, Yokohama, Panama, New Orleans, and New York, and when necessary during the continuance of the war, will also proceed to Vladivostok.

INCREASING DEMAND FOR PHOSPHATES IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 2.]

There is an increasing demand for phosphates in New Zealand since the European supply of Thomas phosphate meal has been cut off, and the lack of a sufficient supply for this season is expected to materially affect crops in some localities where substitutes can not be supplied for the time.

A strong effort is being made to develop the industry in this country, as indicated by the following taken from the New Zealand Herald, a leading daily of this city:

The Board of Agriculture has received a report from the director of geological survey regarding the search for mineral phosphates in New Zealand. This, up to the present has been rather disappointing, although many samples have been found showing a small percentage of phosphates. The Geological Department is continuing its efforts to find a cheap source of this very valuable fertilizer.

In connection with the experiments being conducted to test the possibility of grinding rock phosphate and limestone by electric power from Lake Coleridge, a report was received stating that inquiries were being made to ascertain what areas within reasonable distance of Lake Coleridge works would be benefited by lime, either alone or with the addition of ground phosphate rock.

Owing to the present high price of basic slag, it was arranged that experiments should be carried out to determine the most effective substitute for this popular fertilizer. The method to be adopted in carrying out these trials was discussed with the Secretary of Agriculture, and endeavors are now being made to obtain suitable areas in different parts of the Dominion on which to conduct these important experiments.

The development of this industry will call for tools and machinery that may be supplied from the United States. The demand for phosphates also creates an opening for the American product.

The farmers of New Zealand are well advanced along many lines and thorough work is done, so that this is a market worth cultivating. The imports of fertilizers for 1913 amounted to \$1,836,724, and are on the increase.

[While the United States exports annually nearly 1,500,000 tons of phosphate rock, the value of which approximates \$10,000,000, none appears to have gone to New Zealand or Australia. In "all other fertilizers" exports to Australasia (all to New Zealand) during the fiscal year 1914 totaled only 152 tons, worth \$2,300.]

GLASS FACTORY PROSPERITY IN JAPAN.

[Extract from Japan Chronicle of July 6, by Consul General George H. Scidmore, Yokohama; see also **COMMERCE REPORTS** for Feb. 17, 1915.]

The Japanese glass factories are among the beneficiaries of the war and the trade has suffered but little from the anti-Japanese boycott in China. Since the devastation of Belgium a number of glass-importing nations have come to look to Japan for the supply of glass, according to the Mainichi of Osaka. As a result it is said there are large orders from China, India, the South Seas, Australia, and Africa. These orders remain unfilled, owing to the scarcity of ship space available and partly to the shortage of goods. There being a prospect of continued prosperity in the trade the Asahi Glass Co. has decided to set up a third factory, machinery and plant for which have already been ordered from America.

CHILD-WELFARE WORK IN BRADFORD.

[Consul Augustus E. Ingram, Bradford, England, July 30.]

The Bradford municipal maternity and child-welfare scheme was further advanced recently by the formal opening of the infants' department, the children's clinic, and the children's special hospital—the antenatal clinic and maternity home having been opened last March. The infants' department, in Morley Street, includes the infant consultations and hospital and milk depot; the children's clinic in Edmund Street has two branches of work—the supervision of the children from a year old until school age, and the supervision of young people from the school-leaving age up to the age of 16 when they come under the national insurance act; and the children's special hospital in Leeds Road, Bradford, is for the treatment of all kinds of diseases of the eye, ear, throat, and nose.

At the proceedings at the town hall on the occasion of the formal inauguration of the whole scheme, the statement was made that Bradford was a pioneer in this work and that many visitors were expected from all over the country to inspect what was being done.

[A copy of a booklet that briefly describes the aims of the Bradford maternity and child-welfare scheme and contains views of the various buildings will be loaned to those interested by the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65124.]

Residential School for Blind Children.

Another interesting item is the recent opening by the Bradford education committee of a residential school for blind children at Odsal. This school, which will accommodate 40 children, has been established at a cost of approximately \$40,000. In addition to classrooms, dining hall, library, and rooms for the teaching and domestic staff, there is a manual instruction room and a gymnasium. One of the finest features of the school is said to be its beautiful setting in extensive grounds.

This school completes a well-rounded scheme whereby the children, when at the age of 16 they have finished their school course, will be drafted into the Bradford Royal Institute for the Blind and there trained in useful pursuits until they reach the age of 21, from which time they will be admitted to the benefits of the institution and assisted to earn money for themselves.

CONVICT LABOR IN ITALY.

[Consul John H. Grout, Milan, Aug. 11.]

Of the 21 prisons within the Milan consular district only one, located at Bergamo, is used for manufacturing purposes. This prison is the only one in the district in which prisoners are detained after conviction of offenses; the others are simply used for temporary detention while awaiting trial.

The prison at Bergamo is fitted up for the manufacture of shoes, no other articles being turned out. Here some 200 convicts are employed under the supervision of private contractors, who dispose of their finished goods within the country, no exportations being made. Statistics at hand fail to show the value of the output at this particular prison.

NAUTICAL INSTRUMENTS AT HONGKONG.

[Consul General George E. Anderson, Hongkong, British China, July 23.]

The chances of building up a trade in American nautical instruments and apparatus in Hongkong are problematical. The sale of such goods here is considerable, but the trade for many years has been almost altogether British; and inasmuch as all shipbuilders and most of the seafaring people coming into the port are either Britons or trained in the use of British instruments the tendency of the trade to be British indefinitely is quite strong.

There are two distinct lines of trade in such instruments in the port. One is in high-class instruments for the use of passenger ships and the other is in more ordinary goods for the use of small Chinese-owned freight craft. The high-grade goods are exclusively English of recognized makes (chiefly Kelvin) and are handled almost entirely by one English and one German firm (the latter is now in liquidation). Other instruments are handled to a varying extent by Chinese compradors and ship chandlers, especially such instruments as ships' logs, deep-sea sounding machines, and the like. The compasses on sale are mostly liquid for the high-grade trade, a fair number of dry compasses being sold for the use of the second-class Chinese trade.

[The names of the two firms above referred to and of other dealers in nautical instruments at Hongkong, likewise the addresses of five shipbuilders there, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65255.]

TONNAGE OF AMERICAN MERCHANT SHIPPING.

The total merchant shipping of the United States employed in the foreign or the coastwise (domestic) trade on June 30, 1915, was 26,577 vessels of 8,319,486 gross tons, an increase of 390,798 gross tons during the year, but a decrease of 366 in the number of vessels, owing to the larger size of modern ships. The total merchant tonnage of the United States is exceeded only by the merchant shipping under the British flag, approximately 21,275,000 tons, and is greater than the merchant tonnage under the Norwegian, French, Italian, and Dutch flags combined.

The increase is almost wholly confined to the Atlantic Ocean, where American merchant shipping on June 30 was 4,240,835 gross tons, an increase of 437,481 tons. Great Lakes shipping was 2,882,922 tons, a decrease of 64,935 tons, and Pacific coast shipping 1,122,317 tons, an increase of 21,341 tons. River tonnage shows a decrease.

[Articles concerning the tonnage of the American merchant marine, and additions thereto, were published in **COMMERCE REPORTS** for July 2 and August 31, 1915.]

AMERICAN HAT MACHINERY IN VENEZUELA.

[Consul G. K. Donald, Maracaibo, Aug. 20.]

A small factory for making straw hats has been started here. Its four machines, two of which are run with electric power, are from the United States.

[The name of the owner of the factory may be had from the Bureau of Foreign and Domestic Commerce; refer to file 65516.]

FOREIGN TARIFFS.**BERMUDA.**

[Consul Carl R. Loop, Aug. 17, 1915.]

Temporary Surtax on Imports.

A recent Bermuda act, which is to remain in effect only until December 31, 1915, provides for a surtax of 10 per cent of the duty on all articles imported into Bermuda. The impost is levied in order to provide additional revenue for continuing the dredging operations in progress in the colony.

COSTA RICA.

[Consul Samuel T. Lee, San José, Aug. 8, 1915.]

Additional Charges on Imports.

In addition to the customs duties levied on articles imported into Costa Rica, there are certain minor charges which, while not so heavy as those imposed in Honduras and certain other countries of Latin America, nevertheless result in considerably increasing the cost of foreign products to the importer. Practically all articles, free as well as dutiable, are subject to the wharfage tax of 0.50 colon per 100 kilos, gross weight, and on all products not destined for consumption in the maritime Provinces of Limon, Puntarenas, or Guanacaste is imposed a so-called interior tax of 2 per cent of the import duty for the maintenance of the customhouse at San José. Products intended for consumption in the Province of Limon are subject to a surtax of 5 per cent of the import duty, the revenue thus obtained being applied to the support of the Government hospital at Port Limon. In addition to the foregoing, a "consular tax" of 2 per cent of the import duty, as well as a "theater tax" amounting to 1 colon per 100 kilos, gross weight, is imposed on a limited number of articles for whatever destination intended, including the following: Lard, butter, condensed milk, rice, salt, leather footwear, silk and woollen footwear, wooden furniture of various kinds, colored paper for printing, tallow for soap, brooms and brushes and handles therefor, and caustic soda. Imported tobacco products are subject to a special stamp tax, as reported in Foreign Tariff Notes No. 15, page 50. [Colon, \$0.465; kilo, 2.2046 pounds.]

MOROCCO.

[Consul General Maxwell Blake, Aug. 14, 1915.]

Temporary Reduction on Agricultural Machinery.

An order promulgated August 2, 1915, temporarily exempts from the duty of 10 per cent ad valorem the following agricultural machines and tools upon importation into the territory included in the French Protectorate of Morocco: Thrashing machines, reapers, plows, harrows, seed drills, manure distributors, and motors for agricultural machinery when not imported separately. All of the foregoing articles are still subject to the surtax of 2½ per cent ad valorem imposed on all products, except fertilizers, imported into Morocco.

NETHERLANDS.**Documents Issued by Over-Sea Trust.**

The American Ambassador at The Hague has transmitted copies (most of them published in Dutch) of all the publications thus far issued by the Netherlands Over-Sea Trust. The documents, which include the act of incorporation, articles of association, forms of consignment, bank guarantees and contracts, are on file in the Bureau of Foreign and Domestic Commerce and will be loaned to those interested upon application.

ELECTRIC COMPANIES IN JAPAN.

[Extract from Japan Times of July 1, by Consul General George H. Seidmore, Yokohama.]

According to the monthly report just published by the electricity bureau in the Communications Department at Tokyo electric enterprises in Japan at the end of May numbered 615, the combined capital amounting to \$303,410,786 United States currency. In comparison with the end of 1914 there is an increase of 14 in the number of enterprises and \$541,475 in their combined capital.

Power suppliers make up the largest number of these, being 524 in all with a combined capital of \$154,793,112, while tram companies number only 44, though their combined capital is \$25,520,010. Others number 47 with a combined capital of \$123,147,463. The total volume of power generated by them is estimated at 727,783 kilowatts, being an increase of 7,551 kilowatts over that at the end of last year.

During May four companies were promoted in Hokkaido, Niigata, Nagano, and Ishikawa Prefectures with the object of carrying on lighting operations. The capital called into use for the promotion of these companies is estimated at \$62,897, and total power generated at 267 kilowatts.

BIG PROFITS OF BRITISH DYE WORKS.

[London press dispatch of Sept. 7.]

While the lack of imported chemical dyes is having disastrous effects on the cloth manufacturers, as indicated by the report of the calico printers, dye workers and chemical houses are making enormous profits on the increased demand for domestic products resulting from absence of German supply. The report of the Yorkshire Dye & Chemical Co. shows this condition clearly.

The profits of this company have increased from £9,000 (\$43,798) a year ago to £38,000 (\$184,927), which is equal to 50 per cent of the paid-up capital. A 20 per cent dividend has been declared, £15,000 (\$72,997) being kept in reserve. The dividends for the eight years ended June, 1914, only averaged about 2½ per cent. Earnings of other companies have been similarly increased by war demand.

The lack of dyes continues to grow more serious and producers dependent upon them are handicapped heavily. The rise in prices of other raw materials needed in cloth manufacture has made the situation more acute. Silk at wholesale is 38 per cent higher on yarn dyes and 20 per cent on piece dyes and prices are rising.

BRAZILIAN PIASSAVA.

[Consul Robert Frazer, Jr., Bahia.]

Among the forest resources of Brazil one of considerable value and importance is the fiber "piassava," a product of certain palm trees, which is used in the manufacture of brooms, brushes, ropes, baskets, and hats. The trees also produce a very hard nut, called in Portuguese "coquilha" (coquilla), from which excellent buttons are manufactured. The leaves are employed for making fans and, in the country districts, for roofing adobe houses.

For making brooms and brushes, especially, no other material is more extensively employed in Brazil, and large quantities are required annually for domestic consumption as well as for exportation to Europe.

Exports by Countries of Destination.

In 1912 exports from all Brazil, stated in metric tons of 2,204.6 pounds, with values converted to United States gold, were:

Exported to—	Tons.	Official value.
Great Britain.....	1,007.8	\$145,116
Germany.....	336.6	48,497
Portugal.....	196.3	28,520
Argentina.....	26.2	3,929
France.....	8.4	1,095
Belgium.....	6.2	837
Total.....	1,681.5	227,904

All but 12.3 tons was shipped from the port of Bahia. Some small shipments have also been made lately to the United States. In 1914 only 55 pounds were sent, but in the first five months of the current year 12.6 tons, valued at \$2,543, or between 9 and 10 cents per pound f. o. b. Bahia, have gone thither. It is said that the United States does not buy more because of competition from a variety of the same fiber grown in Africa.

Description and Distribution of the Palm.

Piassava is gathered from two species of palms scientifically classified as *Attalea funifera* (Mart) and *Leopoldinia piassaba* (Wall). The *Leopoldinia* yields fiber in greater abundance, but its stand, so far as is known, is much more limited than that of the *Attalea*.

Of the two varieties, the piassava of the *Leopoldinia* palm is the more delicate as to strength and finer in texture, but harder and very resilient, which accounts for its more common use in the manufacture of clothes brushes, horse brushes, to some extent flesh brushes, and for cords and ropes, especially for nautical purposes, where strength combined with small size and marked resistance to the action of sea water is desired. This variety is most abundant in the Amazon region, in the tributary valleys of the Negro and Padouriry Rivers, but it is also plentiful in northern Bahia, where, however, it is confined to the River Preto and other small feeders of the São Francisco. Though not gathered in quantities like the Bahian piassava (the common name for the *Attalea* variety), the last-named location is the region of its most extensive exploitation.

The *Attalea* palm is plentiful over large areas in the southern part of the State of Bahia, and exists in northern Espiritu Santo and to some extent in upper Bahia and Alagoas.

Gathering and Preparing the Fiber.

Piassava is gathered when ripe by drawing the fibers out from folds growing spirally around the tree at the base of the leaves, which seem to grow as a protection to the palm. It is extracted by unwinding and drawing out, the bunches obtained measuring 8 to 15 feet in length. The palms are extremely prolific in their fiber production, as from both varieties piassava can be gathered twice annually, a single tree yielding 4 to 7 pounds at each drawing. The yield can be increased 30 to 40 per cent by chopping down the tree and stripping it of all fiber, and unfortunately this wasteful method is so common that unless legislative action is soon taken the extinction of the piassava palms in the central-forest zone is merely a matter of time.

After gathering the fiber is allowed to dry for a time under cover, when the fibers are drawn singly from the tangled bunches and assorted as to length and grade. The darker-colored fibers (of a dark-brown shade) are the more valuable, as are the thicker and longer strands. The thick fibers are used for brooms and rough brushes and the long ones for ropes and cords. The product is prepared for market in sheaves weighing 90 to 110 pounds, and sells locally for 300 to 500 reis per kilo, or approximately 4 to 6 cents per pound.

[An interesting article on the growth and general use of piassava fiber in Brazil, written by Consul Pierre Paul Demers, of Bahia, appeared in *Daily Consular and Trade Reports* for Apr. 7, 1909.]

A HONOLULU COAL DEAL.

[Consul General George H. Scidmore, Yokohama, Japan, July 5, 1910.]

A big deal is reported by the Japan Mail between the Hokkaido Tanko Kisen Kaisha and the Interisland S. N. Co. at Honolulu for the supply of 130,000 tons of Yubari coal. The first shipment has just been made. This is the first big export of Japanese coal to Hawaii, which has heretofore bought Australian coal.

The Japan Chronicle of July 30 states that Japanese collieries have curtailed their output by over 20 per cent this year as compared with last. In spite of this stocks are increasing. According to the latest investigations quoted by the Mainichi of Osaka, stocks of the collieries amount to 546,000 tons, and those on the Moji and Wakamatsu markets to 738,000 tons, totaling 1,284,000 tons. When small stocks in other parts of the country are taken into account, the grand total will exceed the unprecedented figure of 1,300,000 tons.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 308 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

- Aluminum, oils, cotton, etc.,** No. 18263.—A business man in Sweden informs an American consular officer that he wishes to be placed in communication with producers of aluminum in sheets and pigs, cotton, lubricating oils, resins, cotton waste, and saltpeter.
- Towelling,** No. 18264.—A manufacturers' agent in Canada has requested an American consular officer to supply the names and addresses of American exporters of linen towelling 15, 16, 17, 18, and 20 inches wide, in pieces of about 50 yards, suitable for rollers. Prices should specify extra charge made for red border and three stamped letters.
- Sanitary and plumbing supplies, hardware, etc.,** No. 18265.—The commercial attaché of the Department of Commerce in Russia reports the name of a business man in that country who is interested in sanitary and plumbing supplies, stoves, ranges, hardware, etc. He desires to secure agencies.
- Grains, food products, etc.,** No. 18266.—A commission merchant in Cuba informs an American consular officer that he desires to represent American exporters of corn, oats, barley, hay, beans and peas of all kinds, potatoes, olive oil, cottonseed oil, and rice.
- Artificial limbs,** No. 18267.—A business man in England informs an American consular officer that he desires to be placed in communication with American manufacturers and exporters of artificial limbs.
- Spirits,** No. 18268.—A commercial organization informs the commercial attaché of the Department of Commerce in Russia that it would like to receive the names and addresses of American importers of spirits, vodka, etc.
- Hosiery, underwear, watches and clocks, etc.,** No. 18269.—A wholesale and retail firm in Africa informs an American consular officer that it desires to receive catalogues and full information relative to hosiery, piece goods of all kinds, steel and leather trunks, underwear, and watches and clocks of the cheaper grades. Correspondence may be in English.
- Iron sheets,** No. 18270.—An American consular officer in the Netherlands writes that an agent in his district desires to represent American manufacturers and exporters of galvanized corrugated iron sheets.
- Drugs and chemicals,** No. 18271.—A druggist in Siberia informs an American consular officer that he desires to receive the names and addresses of American exporters of drugs and chemicals. Quotations are desired c. i. f. Vladivostok. Weights, measurements, etc., should be stated in Russian equivalents, and correspondence should be in the Russian language.
- Leather and screens,** No. 18272.—A firm in China informs an American consular officer that it wishes to establish commercial relations with American manufacturers and exporters of genuine and imitation leather for upholstering furniture and wire window screens. Quotations are desired f. o. b. New York or San Francisco. Correspondence may be in English.
- Sporting goods,** No. 18273.—An American consular officer in the Netherlands transmits the name of a dealer in his district who desires to communicate with American manufacturers and exporters of all kinds of sporting goods, such as cricket, hockey, football, lawn tennis, golf, fencing, boxing, etc.
- Chinaware, cutlery, etc.,** No. 18274.—A wholesale and retail firm in Africa has requested an American consular officer to supply catalogues and full information relative to chinaware, cutlery, enamel ware, glassware, locks, and cash boxes. Quotations are desired c. i. f., if possible. Correspondence may be in English.
- Carpets,** No. 18275.—A firm in China has requested an American consular officer to supply the names and addresses of American firms which are in a position to import about 6,000 square feet of carpet per month. Correspondence may be in English.
- Cloth,** No. 18276.—An American consular officer in Canada reports that a firm in his district desires to communicate with American manufacturers and exporters of American cloth similar to the sample, which may be examined at the Bureau or its branch offices. (Refer to file No. 65133.)

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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No. 214 Washington, D. C., Monday, September 13 1915

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AMERICAN SEED AND NURSERY STOCK FOR CHINA.

[Commercial Attaché Julean H. Arnold, Peking, Aug. 9.]

It is suggested that American dealers in seeds and nursery stock furnish this office with a number of catalogues, as we often receive inquiries from residents in this country for American seed and nursery catalogues. The climate of Peking is dry and cold in the winter and damp and hot in the summer, with a temperature ranging between zero and 100° Fahrenheit.

TRANSIT VIA THE PORT OF VLADIVOSTOK.

[Consul J. K. Caldwell, Vladivostok, Siberia, Aug. 10.]

The Dalekaya Okrayna announces that, according to a telegram received by the commercial department of the Chinese Eastern Railway, free transit to Manchuria via the port of Vladivostok has been granted for the following articles: Rice, beet roots, cabbage, pepper, and salt. Shipments must pass through the customhouse.

PARAGUAY GRANTS REFRIGERATING CONCESSION.

[Consul Samuel Hamilton Wiley, Asuncion, July 24.]

The concession sought by Mr. G. L. Rickard, an American citizen, to establish a meat-freezing plant at Asuncion was granted on July 14, 1915. The concession was granted as applied for [see *COMMERCE REPORTS* for Jan. 27, 1915], with the addition that the recipient of the concession shall put up a guaranty of \$10,000. This has been done.

TO ANTIPODES VIA PANAMA.

[Montreal, Canada, Gazette, Sept. 8.]

The New Zealand Shipping Co.'s steamship *Ashburton*, which will arrive at Montreal on September 18, will make the voyage from here to New Zealand and Australian ports by way of the Panama Canal. This will be the first time that a vessel of that company will use the route. The *Mamara*, of the same line, will arrive here on September 10.

A MARKET SOUGHT FOR GREEK CURRANTS AND FIGS.

[Consular Agent E. Carapateas, Kalamata, Aug. 14.]

Although the present European war broke out before the beginning of the 1914 currant and fig seasons, conditions for the exportation of these fruits were more favorable last year than they are expected to be this year, and both growers and shippers are greatly discouraged. Italy's entrance into the war has closed important markets for Greek fruit, and it is anticipated that only a small part of the new crop will be exported and at low prices.

Several local firms have recently decided to form an association, in order to cooperate for the improvement of the quality and packing of Kalamata exports, to find new markets therefor, and to further the interests of the trade generally. Twenty-two exporters have now signed the constitution and by-laws of this association, but as yet they have elected neither president nor directors.

New Season's Yield.

The currant crop for the coming year (beginning Sept. 1) is expected to be about 35,000,000 pounds, against 50,000,000 pounds last year, a falling off of about 30 per cent. This decrease is due to unfavorable weather conditions and to the development of injurious insect pests, chiefly the *Peronosporos*. It is expected here that the average market price of this fruit will not exceed 1.9 cents per pound.

Weather conditions were rather favorable for figs, and indications are that the fig crop for this year will be of excellent quality and will amount to 27,000,000 pounds against 21,000,000 pounds for 1914, an increase of nearly 29 per cent. The average market price, however, may not exceed 2 cents per pound, because of the closing of important markets, as already noted. Although it is stated in a reliable quarter here that large quantities of good edible figs will be shipped this year to Great Britain, exporters are looking to the United States as the only market of consumption and have inquired at this office concerning the possibility of being put in direct touch with American importers of this fruit.

[A list of exporters of Kalamata figs may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65616.]

LEADING ARTICLES IN AMERICAN IMPORT TRADE.

The relative value of leading articles in the import trade of the United States in the fiscal year 1915, published in **COMMERCE REPORTS** for September 9, contained some typographical errors, correction of which is shown as follows:

Articles.	Fiscal year—		Articles.	Fiscal year—	
	1914	1915		1914	1915
Silk	\$100,900,000	\$83,100,000	Dairy products	\$15,400,000	\$14,700,000
Wool	\$3,200,000	\$8,200,000	Wood	15,800,000	12,700,000
Fiber manufactures	82,400,000	61,800,000	Spirits, wines, etc	20,300,000	15,400,000
Wood manufactures	44,400,000	47,000,000	Flaxseed	10,800,000	12,400,000
Cotton manufactures	70,700,000	46,200,000	Gums	12,700,000	11,800,000

PACKING FOR MEXICAN INTERIOR POINTS.

[Consul William E. Alger, Mazatlan, Sinaloa, Aug. 10.]

Goods shipped to Mazatlan and intended for the mines in the interior should, to be secure, have extra heavy packing for ocean and muleback transportation and for very rough handling en route. All cases and crates should be of heavy material and iron strapped, and all burlapped packages would best be doubly wrapped and strongly sewed.

Machinery should be sent knocked down, with all bearings and polished surfaces heavily coated with thick oil to prevent rusting. All threaded ends of pipe and fittings, rods, bolts, etc., should be protected from rust and abrasion en route. Fittings must not be shipped on ends of pipe, but should be boxed separately.

Packages should weigh 150 pounds gross—not more (and as little under that weight as possible), with the exception of machinery, which may weigh up to 350 pounds gross, if necessary. Each package should be distinctly marked and numbered. Invoices and packing lists should be sent in quadruplicate. Invoices must have net weights of each item, also net and gross weights and measurements of cases.

[Complete information as to form of invoice and packing requirements and a schedule of consular fees covering shipments of merchandise to Mexico appear in a monograph, "Consular Regulations of Foreign Countries," Tariff Series No. 24 (revised edition), just issued by the Bureau of Foreign and Domestic Commerce. Copies of this booklet may be obtained from the branch offices of the Bureau or from the Superintendent of Documents, Government Printing Office, Washington, D. C.; price, 10 cents each.]

RICE CONSUMPTION OF ALEPPO DISTRICT.

[Consul Jesse B. Jackson, Aleppo, Syria, July 29.]

"Pilaff" (pilau), the Turkish national dish, is the favorite of all classes, and is composed almost entirely of rice. For this purpose 80 to 100 tons of the cereal are consumed yearly in the Aleppo consular district, 30 tons of which are raised in Aleppo Province or imported from the Province of Diarbekir, while the balance is imported from Egypt and Rangoon. The amount of rice imported depends largely upon the local price of wheat, which grain is used as a substitute for rice by the very poor. When wheat sells at moderate prices, 35 to 40 tons of Egyptian and 15 to 30 tons of Rangoon rice are imported. When wheat is dear 40 to 45 tons of rice are brought in from Egypt and 30 to 35 tons from Rangoon annually.

The following are the qualities and wholesale Aleppo prices of rice in normal times: Egyptian, "japapo," "special," and "fayoum," selling at 3.7 to 4.3 cents, 4.2 to 4.7 cents, and 4.46 to 4.94 cents, respectively, per pound, and Rangoon at 2.6 to 2.7 cents per pound. The local rice and that imported from Diarbekir sells normally at 3.21 to 3.95 cents a pound, but the present price of the Aleppo product is 6.9 cents and that from Diarbekir 7.3 cents a pound. There are no other qualities on the market.

The wheat crop of this vicinity has been good for the last several years, and the population finds it convenient to use it in place of rice.

TSINGTAU'S MODERN ABATTOIR.

[Consul Willys R. Peck, Tsingtau, China, Aug. 2.]

The Government-owned slaughterhouse in Tsingtau, constructed by the German Government early in the history of the colony, is being conducted by the Japanese forces in occupation of the port in the same careful way that has always characterized its operation. The plant consists of spacious buildings for the separate slaughtering of cattle and smaller animals, an ice-making and cold-storage plants, laboratories, detention sheds, residences for the staff, etc.

Everywhere are to be found overhead traveling cranes, tiled walls, cement floors, and every precaution and device that modern science can suggest for the detection and combating of disease. However, the present superintendent, Capt. K. Kobayashi, is desirous of obtaining catalogues illustrating the latest American machinery and instruments for use in a municipal abattoir and would be pleased to receive such literature accompanied by full information regarding prices, discounts, freight, etc. If preferred, these may be sent through the American consulate.

Meat Trade of the Port—Wholesale Prices.

The average monthly consumption of meat in Tsingtau during German occupation was 1,505 animals; since Japanese occupation, 773. These animals are drawn principally from the Province of Shantung, and the cattle, especially, are well known for size and good condition, although occasional cases of rinderpest are found among them. The superintendent reports an almost entire absence of tuberculosis. The average weight of these cattle on the hoof is 1,100 pounds.

The wholesale price of cattle on the hoof is about \$0.02 United States currency per pound, and of meat with bone between \$0.03 and \$0.04 per pound. The hides are commonly disposed of for \$7.20, the heads for \$2.40, and the blood from one animal for \$0.27 United States currency. The charges for slaughtering are \$1.20 for cattle, \$0.70 for hogs, and \$0.30 for sheep and calves. If, however, any one person applies for the slaughtering of more than 1,000 head of cattle in a single month the charge is reduced to \$0.80 United States currency per head.

By-products, such as bones, horns, intestines, etc., are sold to local Chinese merchants.

Exports of Meat and Live Cattle—Cold Storage.

Although during the first six months of 1915 there was no large exportation of meat or cattle from Tsingtau, the port is nevertheless the foremost in China in this regard. In 1913 (the latest year for which complete statistics are available) the Leased Territory of Kiaochow sent out 40 per cent of China's export of cattle and 48 per cent of its export of fresh meat. In 1913, 115,719 hundredweight (of 100 pounds) of fresh beef were exported and in the first six months of 1914 52,978 quarters of beef. In 1913 28,413 head of live cattle were exported and in the first half of 1914 12,493 head, a proportionate decrease of 12 per cent. None of this export went to the Philippine Islands or other American ports. So far as known the great bulk of it went to Vladivostok.

While the ice-making plant is turning out ice for outside use, the cold-storage plant forming a part of the slaughterhouse equipment is cooled by salt-water evaporation, which keeps it at a temperature of about 34° F. Space in the cold-storage rooms rents at \$12.77 United States currency, per square meter (square meter equals 10.764 square feet).

All cattle slaughtered in Tsingtau must be slaughtered in the Government abattoir, and all fresh meat brought within the municipal limits must be inspected and stamped by the Government veterinaries attached to it.

BANK DEPOSIT INTEREST REDUCED IN JAPAN.

[Extract from Japan Times of Aug. 10, by Consul General George H. Scidmore, Yokohama.]

Bankers at last decided on reducing deposit rates on August 7, as the result of discussion in the Tokyo Bankers' Association: The new rates are 4 per cent per annum on fixed deposits, a reduction of 1 per cent; 0.004 per cent per day on current account, a reduction of 0.001 per cent; and 0.009 per cent per day on petty accounts, a reduction of 0.001 per cent. The rate on fixed deposits went into operation yesterday, while the rates on other items of deposits will come into operation August 11.

In Osaka, Kobe, Yokohama, and Nagoya the same decision was reached. All bankers in other cities will sooner or later follow their example. Semiofficial banks also have, it is reported, decided to follow their confreres in Tokyo, though the decisions they have reached are still informal. Savings-deposit rates, on the other hand, will not be changed, pending the change in postal-savings banks' rates.

This step taken by bankers generally is an event which has no parallel in the history of banking in this country. In the level of rates, for instance, there is no other parallel to be found in the past fluctuations of money in this country than in the rates adopted by bankers on March 1, 1910. The frequency of reduction again beats all former records. However, no more effect than a temporary enlivening of the stock market can be expected from this extraordinary step, as all indications point to the continuance of the slack tendency for the time being.

COLOMBIAN MARKET FOR COTTON YARNS.

The Bureau of Foreign and Domestic Commerce has received from Consul Isaac A. Manning, at Barranquilla, Colombia, a list of the concerns importing cotton yarns in Colombia through the port of Barranquilla, with a statement, for each firm, of the quantities, value, and source of supply for the period from January 1, 1914, to June 30, 1915. This has been prepared as a confidential trade list, and may be obtained from the Bureau or its branch offices. Consul Manning writes that since the early part of 1915 more attention has been given this trade by a limited number of cotton-yarn houses in the United States, and that, through the efforts of the consulate to bring the American manufacturer or his agent and the local importer together, a number of orders—amounting to several thousand dollars—have recently been placed by three Colombian firms in the United States.

COAL TRADE AT VALENCIA.

[Consul Claude I. Dawson, Valencia, Spain, Aug. 5.]

Although the coal movement at Valencia reaches the approximate figure of 250,000 metric tons (2,204.6 pounds to the ton) yearly, it is so distributed that hardly one-fifth comes within the scope of freely competitive business.

About 20 per cent of the total is native coal from the Asturias mines of northern Spain, which always has a limited outlet because it is slightly cheaper than imported coal, though admittedly of inferior grade. The tendency in recent years, however, has been to discard it, as shown by steadily declining receipts, which now range from 50,000 to 60,000 tons as compared with a former yearly consumption in excess of 80,000 tons.

Approximately 150,000 tons of foreign coal are imported yearly for three concerns. All of it is contracted for outside of Spain and constitutes but a fraction of the gross requirements of the interested concerns in the kingdom at large. Naturally their purchasing agents demand and receive the personal concurrence of foreign shippers or their agents who desire to bid for the business. Only about 50,000 tons of foreign coal are purchased in the open market, by seven retail concerns in Valencia or parent corporations in other localities, for general consumption.

Principal Consumers—Trade from Standpoint of American Exporters.

The three large consumers are the Northern Railroad of Spain (Ferrocarriles del Norte de España), about 100,000 tons, purchased by the main office in Paris; the Aragon Central Railroad (Ferrocarril Central de Aragon), 20,000 to 25,000 tons, with the purchasing office in Brussels; and Lebon & Cia., 25,000 to 30,000 tons, also contracted for by its Paris headquarters for a chain of gas works in Mediterranean ports.

American gas coal has been used here in varying quantities for many years, and of late the Northern Railroad of Spain has received several cargoes from the United States and is said to have arrangements for an indefinite period. So far as can be ascertained, the Aragon Central Railroad has made no purchases for Valencia in the United States.

Interested exporters in the United States would gain nothing by addressing inquiries to Valencia, but should arrange to send personal representatives to the headquarters of the concerns mentioned.

The general coal trade of Valencia and tributary territory is not alluring from the American exporter's standpoint. Fifty thousand tons is a small consumption, even in view of the limited industrial development of the region. An important dealer estimates that hardly 20 factories use as much as 500 tons a year, while the great majority consume between 5 and 25 tons. Coal is not used to an appreciable extent for heating purposes. Winters are very mild, and during the three months or less of coldest weather coke and charcoal are the fuels used, the former being supplied by the gas works and the latter by individual enterprise.

Use of Coal Tends to Decrease—Why England Has Commanded Valencian Market.

Quite recently coal consumption has been almost stationary, with a slight tendency to decrease with the gradually increasing supply of cheap hydroelectric power. Steam is now used as auxiliary power

in many plants where formerly it was primary motive power. Electric power is also displacing steam in numerous irrigation plants. In general it may be conceded that the use of coal in this region—except by public-service corporations—will not increase; rather may it be expected to decrease as new electric developments now contemplated are completed and in operation and transmission lines are extended to regions not hitherto served.

Before the war England supplied nearly all foreign coal consumed here. The only exceptions consisted of occasional cargoes of gas coal from the United States and sometimes from Belgium. The English monopoly was easily maintained by reason of the high reputation enjoyed by Cardiff and Newcastle coals and the efficiency of maritime communications. A numerous fleet of fruit vessels plies nine months of the year between this coast and England, carrying oranges, onions, and other products of the soil and returning with any cargo that is offered. The latter consists chiefly of coal and fertilizing materials, which together embrace considerably more than half of Valencian imports, and as England is at once a principal producer of these necessities and the largest consumer of Valencian exports it was quite natural that her coal should predominate here. The trade was further promoted by the sharp competition among fruit vessels, which, in time of peace, insured low freight rates and enabled local dealers to carry on business with limited capital investment, giving rise to the now well-established custom of ordering frequently and in small quantities.

Comparatively Small Cargoes Are Imported.

Cargoes of English coal seldom exceed 2,000 tons and are generally not more than 1,000 tons. Quantities of 100 to 500 tons are quite usual. Local competition and the limited gross consumption (a considerable part of which is restricted by contract to English coal) compel dealers to maintain this system of buying so far as conditions permit, in order to avoid being caught with large stocks on hand in times of sudden price changes, fluctuation in ocean freights, etc.

For these reasons no one firm here feels disposed to handle cargoes of 3,500 tons or more from America; and smaller shipments would prove uneconomical. Of late an American coal exporter investigated this field in person and reached the conclusion that the obstacles outlined would prevent business unless local importers would combine enough small orders to make a full cargo. One of the dealers interviewed said this might be done if all of his colleagues would agree to protect each other by maintaining prices until the cargo was disposed of. He intimated that conferences were being held with this in view.

There are only four independent coal importers of importance in Valencia. Another firm handling bunker coal is merely the agent (without authority to purchase) of a larger concern in Barcelona having the privilege of maintaining floating coal depots in Spanish ports. A sixth concern is bound by contract with English collieries (through partnership connections) to supply its entire needs from that market.

Discharging the Coal—Fiscal Charges Temporarily Suspended.

The facilities for discharging coal at Valencia are fairly good. The seaside of two docks is set apart for this purpose, each having

accommodations for one very large vessel and being equipped with two 1-ton electric traveling cranes. Hand labor is also employed, with the aid of the typical mat baskets used here in all kinds of manual labor. The average rate of discharge is 250 to 300 metric tons per day (metric ton=2,204.6 pounds), but this varies with the facilities offered by the ship. Some contracts specify as much as 400 and 500 tons per day of 10 hours. The steamship *Rosebank*, recently from Baltimore with coal for railroad use, discharged at the latter rate. Receivers do the unloading, but collect from the ship at the rate of 1.50 pesetas (about \$0.27) per ton, although the actual cost usually works out at less.

It is calculated that steamers of 8,000 to 10,000 dead-weight capacity can be accommodated in the port of Valencia.

All fiscal charges on imported coal (except port duties) are suspended temporarily. Usually the two chief items are customs duty and transport tax, the former being about \$0.68 a ton and the latter \$0.39 on American coal and \$0.09 on that from European countries.

[A list of coal importers in Valencia may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65144.]

SHIPBUILDING ACTIVITY IN JAPAN.

[Extract from Japan Advertiser of July 11, by Consul General George H. Scidmore, Yokohama; see also COMMERCE REPORTS for May 15, June 24, and Sept. 2, 1915.]

The recent activity in the shipping business has caused a great demand for new ships, but as most of the European and American shipping yards are fully occupied * * * the shipbuilding yards in Japan are having a busy time. According to recent investigations by the authorities concerned, the number of ships now being built in various shipbuilding yards are as follows:

Mitsubishi Dock at Nagasaki: One vessel of 7,300 tons and 1 of 9,300 tons. Kawasaki Dock at Kobe: Two of 7,300 tons each, 1 of 9,600 tons, and 1 of 2,600 tons. Osaka Tekkojo: One of 4,000 tons and 1 of 2,600 tons; a total of 8 vessels and 50,300 tons.

The following is the list of the ships for which various shipbuilding yards have received orders:

Mitsubishi Dock at Nagasaki: Four vessels of 7,300 tons each and 2 of 3,700 tons each. Kawasaki Dock at Kobe: Three of 7,300 tons each, 2 of 4,400 tons each, 1 of 3,000 tons, and 1 of 1,700 tons. Osaka Tekkojo: One of 7,300 tons, 6 of 5,000 tons each, 1 of 3,200 tons, and 12 of 1,100 tons each. Mitsubishi Dock at Kobe: One of 1,800 tons, 2 of 5,300 tons each, and 4 of 2,200 tons each. Fujinagata Dock: One of 2,000 tons. Harima Dock: Two of 1,100 tons each. Making a total of 185,700 tons, representing 43 vessels.

It is reported that the demand for new ships is very keen, but the present plants of the existing shipbuilding yards admit of no further orders being accepted. It is said, for example, that the Mitsui Bussan Kaisha requires two more cargo boats of 5,000 tons each, and as the Japanese shipbuilding yards are full, the company has communicated with various builders in Norway and Holland, but failed to place the order. Therefore, that company is now negotiating with the dock companies in Shanghai and Hongkong.

STATISTICS OF VENEZUELAN BANKS.

[Minister Preston McGoodwin, Caracas, Aug. 14.]

There is presented herewith a table showing the reserves, deposits in accounts current, credits in accounts current, cash, cash holdings, advances, and discounts of the Bank of Venezuela, Caracas, at the close of business June 30, 1915; of the Bank of Caracas, of this city, on July 31, 1915; and of the Bank of Maracaibo, of Maracaibo, on July 31, 1915. While these three are the only chartered banks in Venezuela maintaining numerous branches and agencies throughout the Republic, many business houses engage in the banking business to some extent, especially in the sale of drafts, but no figures are obtainable as to the extent of their activity. The amounts given below are in United States gold:

Items.	Bank of Venezuela, June 30, 1915.	Bank of Caracas, July 31, 1915.	Bank of Maracaibo, July 31 1915.
Reserves.....	\$1, 140, 371	\$246, 102	\$14, 028
Deposits in accounts current.....	3, 283, 808	683, 265	48, 628
Credits in accounts current.....	1, 699, 675	478, 477	217, 846
Cash.....	2, 682, 669	931, 505	161, 876
Cash holdings.....	5, 864, 727	5, 294, 306	87, 308
Advances.....	1, 624, 450	481, 225	237, 857
Discounts.....	308, 895	82, 968	993

CHILEAN CUSTOMHOUSE RECEIPTS.

[Commercial Attaché Verne L. Havens, Santiago, Aug. 10.]

During the month of July, 1915, the Chilean customhouse income from import duties was \$958,000 and from export duties \$2,950,000, a total of \$3,908,000, as compared with \$1,809,000 and \$2,886,000, respectively, during the corresponding month of 1914.

The record for the first seven months of 1915 was \$5,475,000 and \$13,000,000 for import and export receipts, as compared with \$12,400,000 import revenue and \$18,000,000 export revenue during the first seven months of 1914.

The 1915 percentage of 1914 income during July was 53 per cent on import revenue and 102 per cent of the export revenue. The corresponding percentages for the first seven months were 44 per cent and 72 per cent. The income records of the customhouses indicate, therefore, that July was 20 per cent better than the average for the first seven months of the year as regards importation and 42 per cent better as regards exportation.

JAPANESE TRANSLUCENT FISHLINES.

[Consul George N. West, Kobe, Aug. 9.]

The manufacture of fishing lines from wild-cocoon silk is carried on in Osaka, the lines made by one of the leading firms being marketed under the trade name of Tegusu. Tegusu lines are said to be invisible in the water and, for this reason, to be especially adapted for taking game fish. A set of samples, with prices, is forwarded [and may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices; ask for file No. 65566].

MINING REQUISITES IN SOUTH AFRICA.

[South African Mining Journal.]

While the buying is quite general, yet the outstanding feature seems the demand from the group representing the Government areas mine, which will require stores and materials more abundantly in view of their new 100-stamp battery working, and it is felt that it would be unwise in delaying too long. Another incentive is the somewhat sudden demand from the Rhodesian mines, now beginning to awaken to the fact that mining stores and materials are really and actually getting scarcer and dearer. There are agents in town for the special purpose of securing mining goods for Rhodesia, and they have been excellent customers to the secondhand yards for any and every kind of battery and machinery spares. In addition to this they have bought rather freely of engines, boilers, pumps, and other machines in daily use in the mines.

Battery spares are exceptionally scarce, and dealers are hustling around to secure lines to bring into the market. Mining tramways material is also on the lean side, particularly 16 and 20 pound rails.

Electrical Goods—Replacing Continental Supplies.

As the weeks roll by the difficulty of obtaining supplies becomes greater. Round blocks, 3½ inches, for wall switches are so scarce that two local mechanics have commenced making them at \$0.85 per dozen, as compared with imported at \$0.36 under normal conditions. Ceiling roses are unobtainable in any quantity. Double pure rubber flex up to municipal standard has advanced 100 per cent, and is very difficult to obtain at that. Coils of wire have gone up to such an extent that in some cases it makes it difficult for the smaller contractors to tender, especially as all other electrical goods have gone up from 20 to 25 per cent, and supplies can not be relied on at these enhanced values; therefore the firms holding stocks necessary for a contemplated contract are the only people who can tender with any safety.

Glass lamp shades, as well as all kinds of porcelain ware, have risen anything from 100 to 300 per cent since the war started, simply because the continental supplies have had to be replaced with British and American goods, also a few consignments from Holland. It is recognized that electrical "smalls" require very good and up-to-date machinery, which can only be provided by manufacturers dealing with big outputs, therefore very little can be done in a limited period, and not much can be expected from the Johannesburg factories; but what small makers are doing is to use up second-hand parts and put them together for lamp holders and similar articles, at a cost of about double the imported. What is surprising is that the ordinary lamps have not advanced much. This is explained by the fact that a British lamp was especially designed and made for the purpose of competing with the continental variety, and sold for practically the same price as the latter before the war.

Glass, Oils, and Paints.

Notwithstanding the higher level of prices, business is progressing smoothly, with a fair amount of repairs in evidence. Although the prices of leads and oils remain the same, the tendency is firmer and can not be relied upon for any length of time. Sheet window glass is scarce; the popular size of 30 by 15 inches is now \$0.67, as against \$0.42 a year ago. British plate glass is anything but plentiful at \$1.09, as compared with \$0.67 before the war. The special colorings for walls have not risen much in value, as the old stocks are lasting out, but immediately these are exhausted and replaced by new importations the price must rise from 15 to 20 per cent.

Timber and Galvanized Roofing.

The mines have been purchasing more largely of timber, and the prices have gone up a farthing (about one-half cent) per foot since last week. As regards galvanized roofing iron, that also has advanced a farthing per foot. An idea is abroad to see if something can not be done to replace galvanized iron for roofing purposes. Several attempts have been made with slates, as at one time some very special up-to-date machinery was imported for that purpose, but galvanized iron then became cheaper, and heavier woodwork was required for both slates and the South African-made tiles, which all assisted to damp the enthusiasm of local makers.

[Consul Edwin N. Gunsaulus, Johannesburg, South Africa, July 22.]

Prices of Mining Materials, Chemicals, and Electrical Goods.

Following are the current price quotations for some of the materials largely used for mining purposes. These prices are, however, subject to quick changes.

Mining and building hardware—Iron, imported, bar, \$4.25 up (local, \$3.04 up), angle, \$3.89 per 100 pounds; steel bar, \$4.01; drill, \$0.09 per pound; tool, \$0.14 per pound; plates, \$4.37 to \$5.23 per 100 pounds; hexagon bolts, $\frac{3}{8}$ inch, \$0.12 per pound; $\frac{1}{2}$ inch up to 2 inches, \$9.12; 6 inches, \$8.51; over 6 inches, \$7.90; $\frac{5}{8}$ inch up to 2 $\frac{1}{2}$ inches, \$8.51; over, \$7.90; $\frac{3}{4}$ inch up to 2 $\frac{1}{2}$ inches, \$8.51; over, \$7.90; $\frac{7}{8}$ inch up to 2 $\frac{1}{2}$ inches, \$7.29; over, \$7.05; $\frac{1}{2}$ inch and 1 inch, \$7.05, all per 100 pounds; nuts, $\frac{3}{8}$ inch, \$0.15 per pound; $\frac{1}{2}$ inch, \$9.73 per 100 pounds; then up to 1 $\frac{1}{2}$ inches, \$9.12 per 100 pounds; washers, \$5.10.

Mercury, \$85.16 per 75-pound bottle; bichromate potash, \$0.14 per pound; chlorate, \$0.24 per pound; permanganate, \$0.60 per pound; alum, \$0.08 per pound; carbolic acid, \$0.48; borax, \$4.86 per hundred-weight; cyanide potash, unobtainable; cyanide soda, \$0.30 per pound; hypo, \$0.60 per pound; acetate lead, \$14.60 per 100 pounds; litharge, assay, \$12.17, commercial, \$10.96, per 100 pounds; zinc sheets, \$0.32 per pound; plumbago crucibles, \$0.09 apiece.

Lamps, British, \$3.89 to \$4.86 wholesale and \$5.10 to \$6.57 per dozen retail; Holland, \$4.38 to \$5.84 wholesale and \$5.84 to \$7.30 retail; double pure rubber flex, \$0.12 per yard; 3/20 coils of wire, \$5.23; same, 3/22, \$4.26; round blocks, 3 $\frac{1}{4}$ inches, \$0.85 per dozen, local; lamp-holder cord grips, \$1.82 per dozen; switches, \$2.92 per dozen; British opal glass shades, \$5.10 to \$5.84 per dozen; Bohemian shades, finished; porcelain shackles, \$3.53 per dozen; same, bobbins, \$2.68 to \$3.65 per 100; cleats, \$3.65 per 100; P. O. insulators, \$4.38; motors, 3 horsepower, about \$146, new.

In the prices above quoted conversions have been made at the rate of \$4.8665 to the pound sterling.

[An article by Consul Gunsaulus on "Purchases of Supplies by Transvaal Mines" appeared in *COMMERCE REPORTS* for July 14, 1915.]

BRITISH COLUMBIA FISHERY STATISTICS.

[Vice Consul G. C. Woodward, Vancouver, British Columbia, Canada, Sept. 3.]

The total value of the catch of British Columbia for the six months ended June 30, 1915, was \$1,219,729, as compared with \$1,068,477 during the first half of the preceding year, an increase of \$151,252. The value of the catch for the whole Dominion during the same periods was \$6,125,922 and \$6,208,125, a decrease of \$82,203.

The principal items of the British Columbia catch were salmon, cod, herring, and halibut, amounting in 1915 to \$303,095, \$83,620, \$257,182, and \$536,840, respectively, against corresponding values of \$253,303, \$81,590, \$219,101, and \$456,489 in January-June, 1914. The most important items as compared with the Dominion catch were salmon and halibut, the value of the former being over 54 per cent and of the latter approximately 60 per cent of the whole Canadian production in 1915, and more than 34 per cent of the former and nearly 55 per cent of the latter in 1914.

PROSPERITY OF JAPANESE SHIPPING LINE.

[Extract from Japan Mail of July 2, by Consul General George H. Scidmore, Yokohama.]

The Nippon Yusen Kaisha¹ held an extraordinary meeting of the shareholders in the Tokyo Chamber of Commerce on June 30 to obtain the shareholders' sanction for the renewal of the company's business terms and the plans for the settlement of the problems attending the extension of the business term, Baron Rempei Kondo, the president of the company, presiding.

The proposals introduced by the chairman consisted in the extension of the business term by another 30 years; the doubling of the capital to \$21,912,000, allotting the new shares representing the augmented capital to the original shareholders at the rate of one new share to every old share, to be paid up by the company out of the bonuses recommended in the proposals as for shareholders; and the distribution to various items of \$13,618,206 out of the accumulated reserves to the extent of \$23,030,356, and the remainder to be retained in the company as reserve funds.

The most important part of the chairman's recommendations was the distribution of the surplus funds. In the first place \$4,233,000 was set aside for the repayment of the value of the fleet. In the second place, \$4,107,500 was recommended to be distributed to shareholders as bonuses, first in the shape of partially paid-up shares and then in the form of dividends at the rate of \$3.11½ per share. In the third place \$99,600 was set aside as bonuses for officers, \$49,800 as gifts to all persons interested in the concern, \$672,300 as bonuses for employees, and \$249,000 as allowances to seamen and others.

Every one of the chairman's recommendations was opposed by some sections of shareholders. The increase in capital was not countenanced by some persons, as they thought it to be unjustifiable in view of the fullness of the company's business preparations for every emergency apprehended. The chairman, however, contended that though no necessity was anticipated of calling up the payment of stock capital in the future, the opening of the Panama Canal or other services had to be thus provided for, and obtained the approval of the meeting.

Great objection was made to the last recommendation for the distribution of the surplus funds, but the dissatisfied shareholders were finally appeased. A point most significant and of vital interest raised during the debates was the remark by the board that the rate of dividends would be lowered to 8 per cent in the future as a result of the augmentation of the capital. Every one of the proposals was decided upon in the affirmative. The only alteration was the raising

¹ The Nippon Yusen Kaisha, whose paid-up capital has been 22,000,000 yen (\$10,958,000), is stated by the Japanese Government Yearbook for 1914 to have had a reserve fund of 37,007,313 yen (\$18,429,640). It is by far the largest of the Japanese shipping lines, its 82 vessels operating in 1913, according to these Government statistics, having a total of 346,017 gross tons out of a total of 785,190 gross tons for all Japanese steamship companies. Its receipts in United States currency for 1913 were: Earnings, \$13,394,811; miscellaneous, \$1,145,204; shipping bounties and subsidies, \$2,408,300. Expenditures were \$14,020,863. Net earnings were \$2,925,542. Amount brought forward from 1912 was \$405,234. Distribution for 1913 was as follows: Reserve, \$1,689,317; bonuses, \$78,261; dividend at 10 per cent, \$1,095,000; carried forward, \$472,595. Besides engaging in domestic trade (including Formosa and Karafuto services), the Nippon Yusen Kaisha runs regular services on the European, North American, Australian, Calcutta, Shanghai, Vladivostok, and North China lines. The financial returns of the company's operations for the 6 months ended Mar. 31, 1915, were given in COMMERCE REPORTS for July 31, 1915. Frequent references have also recently appeared in COMMERCE REPORTS as to its services to American ports.

of the rate of fund for depreciation in the value of the fleet to 5 per cent per annum instead of $2\frac{1}{2}$ per cent per annum as previously recommended.

BOHEMIAN HOP CROP.

[Consul Charles L. Hoover, Prague, Bohemia, Austria, Aug. 9.]

The Prager Tagblatt, in commenting on this season's hop crop, says in its issue of August 8:

We have had rather frequent rains during the last three weeks, and although each shower was of short duration the rainfall was sufficient to give new life to the plants and to stop their turning yellow. The rains, some of which were stormy, were in general, warm, and were, at any rate, not unfavorable to the further development of the blossoms. However, since last report, the condition of the hops has not changed. What was sun scorched remained yellow, and that which was strong and healthy remained so.

As we are just at the beginning of the harvest further change is not to be expected and therefore the crop may be estimated with reasonable certainty at about half that of 1914; that is to say, it will amount to something like 100,000 zentners [zentner=110.23 pounds] or perhaps a little more. The reduced beer production in this country and the impossibility of exporting to enemy and transoceanic countries make higher prices unlikely and the first quotations will probably be 80 to 100 crowns per zentner [14.7 to 18.4 cents per pound]. Practically all the 1914 Saaz hops have been sold, the small remainder being quoted at 80 to 95 crowns per zentner [14.7 to 17.4 cents per pound].

Suggested Use of Foreign Bags.

The same periodical makes the following comment regarding the situation as affected by the export embargo on hop sacks:

According to the export embargo on sacks which was published in the Reichsgesetzblatt of January 22, 1915, when hops are exported in domestic sacks a bond amounting to 3 crowns per kilo [27.6 cents per pound] of sack weight must be given, and when the reimportation of the sacks does not take place within three months this bond is forfeited. An exception is made only in the case of oversea trade, which, however, does not enter into the question at all owing to the present state of war. As the reimportation of the empty hop sacks within two months is impossible, owing to the fact that many brewers do not use their hops for months and that hops can not be resacked without danger of serious damage, this bond has the effect of an export duty. This will injure the hop industry all the more, as, owing to the cessation of the oversea export trade, only a modest fraction of the export in normal times can be placed in foreign markets this year. This market is much needed owing to the reduced domestic demand for hops on account of the limiting of the production of beer.

In this situation it would appear to be most advisable to facilitate the use of foreign hop sacks through simplifying the customs control. In this sense the Society of Hophandlers in Saaz, the Union of Hophandlers of Bohemia, and the Society of the Saaz Hop-producing Communities have presented a joint petition to the Ministry of Finance asking that the customs authorities at Saaz be empowered to mark such empty foreign sacks as arrive so that when the sacks are filled export certificates may be issued at once and the hops shipped without delay.

MORE SPINDLES FOR JAPANESE MILL.

[Consul M. Carleton Baker, Nagasaki, Aug. 12.]

It is reported in the local press that the Nagasaki spinning factory, which recently added 2,000 spindles to its plant, bringing the total up to 20,000, has decided to install 6,000 more and to increase its staff by 250 girls. The factory already gives employment to 850 females.

FOREIGN TARIFFS.**BRITISH INDIA.**

[Board of Trade Journal, Aug. 19, 1915.]

Restrictions on Cocaine Preparations.

Under the terms of the Sea Customs Act, 1878, the Governor General of India, in addition to prohibiting the importation by post of opium, cocaine, and certain other drugs and preparations thereof, restricted the further importation of such products to persons specially authorized or their agents. It has now been provided by a customs circular promulgated July 9, 1915, that the following medicinal preparations containing cocaine and other derivatives of the coca plant may be imported without restriction, except by post: Products containing not more than one-sixteenth grain of cocaine hydrochloride, or other derivative of the coca plant to each tablet, troche, pastille, lamella, or fluid dram, so intimately blended with other drugs as to make it impossible for such preparations to be used as a source of cocaine. The labels of such preparations must state the name of the manufacturer and the amount of cocaine hydrochloride or other derivative of the coca plant contained therein. While products falling within the above definition may not be imported by post, inland transportation by post will in the future be permitted. [For previous notices regarding the importation of prohibited preparations into British India see Foreign Tariff Notes No. 3, p. 90, and No. 15, p. 54.]

FRENCH COLONIES.

[Journal Officiel, Aug. 19, 1915.]

Authority to Suspend Import Duties.

A French law of August 14, 1915, ratified a decree of August 22, 1914, authorizing the Governors of French colonies to suspend the import and export duties applicable to foodstuffs and other articles of prime necessity at any time prior to the conclusion of the European War. Unless otherwise ordered, all import and export duties in force prior to August 22, 1914, are to be restored within six months after the signing of a treaty of peace.

REUNION.

[Journal Officiel, July 31, 1915.]

Tariff Changes.

A French presidential decree of July 23, 1915, provides that refined petroleum, schist, and other mineral illuminating oils, as well as essences of mineral oils, imported from foreign countries shall be dutiable at 10 francs per hectoliter instead of at 14 francs per 100 kilos. The same decree establishes the following new duties on sugar imported into Reunion, which was formerly subject to the rates prescribed by the French customs tariff (per 100 kilos, net weight): Raw sugar, the estimated yield in refined sugar being not more than 98 per cent, 5.50 francs; raw sugar, the estimated yield in refined sugar being more than 98 per cent, 6 francs; refined sugar, including candy sugar, 6 francs.

SIERRA LEONE.

[Board of Trade Journal, Aug. 19, 1915.]

Tariff Increase.

An order in council approved by the Legislative Council of Sierra Leone July 21, 1915, provides for considerable increases in the specific duties applicable to firearms, ammunition, wines, spirits, tobacco, oils, and lumber imported into the colony, and raises from 10 to 12½ per cent ad valorem the rate of duty imposed on articles not mentioned in the tariff. As very few products are specified in the customs tariff of Sierra Leone, the latter provision is practically equivalent to a general increase.

COGNAC BOTTLE FACTORY RESUMES OPERATION.

[Consul Kenneth Stuart Patton, La Rochelle, France, Aug. 12; supplementing report published June 30.]

The shortage of bottles in the brandy trade resulting from the unexpected closing of the bottle factory (Verrerie Boucher) at Cognac, France, in May, 1915, is about ended. The factory has decided to resume work early in September and in the meantime is disposing of its stock at 25 francs (\$4.83) per hundred. It is stated that this price will be maintained.

The cognac trade has not suffered much from the temporary closing of the factory as most of the firms had a sufficient supply on hand to tide them over until the reopening of the bottle works. Had the factory decided to close down for a longer period, the brandy trade would have been seriously affected.

SAMPLES OF PAPER.

The Bureau of Foreign and Domestic Commerce has a large number of catalogues and samples showing prices and grades of paper in use in various foreign countries. It is the intention of the Bureau to place these samples in its branch offices and in the offices of commercial organizations throughout the country, in order that American firms may have an opportunity to inspect them. These samples accompanied the consular reports which were published in the monograph entitled "Paper and stationary trade of the world." The Bureau will be very glad to hear from any American firms interested in examining these samples before the complete itinerary is prepared.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

A Fort Francis, Ontario, company has sold its entire stock of lumber, comprising over 9,000,000 feet, to a Minneapolis lumber company.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

Haberdashery, No. 18277.—A firm in Africa informs an American consular officer that it desires to receive catalogues and full information relative to children's novelties, cotton yarn, fezzes, haberdashers' supplies, small scales, and wrapping paper. C. i. f. quotations are desired. Correspondence may be in English.

Surgical instruments, drugs, etc., No. 18278.—The commercial attaché of the Department of Commerce in Russia has forwarded the name and address of a business man in that country who is in the market for drugs and chemicals, thermometers, surgical instruments, etc.

Picture molding, No. 18279.—One of the commercial agents of the Bureau in South America transmits the name and address of a business man in Argentina who desires to correspond with American manufacturers and exporters of picture molding. Catalogues and full information should be sent at once. Cash will be paid against shipping documents in the foreign port. Bank reference is given.

Machine for making horseshoes, No. 18280.—The Bureau is in receipt of a request from a man in Russia intimating his desire to be placed in communication with American firms manufacturing stands for horseshoe making. He states that three rollers would be required to plate bars of iron $\frac{3}{4}$ inch by $\frac{1}{2}$ inch, 1 inch by $\frac{1}{2}$ inch, and $1\frac{1}{2}$ inches by $\frac{1}{2}$ inch. The rollers must plate hot burning bars of about 15 inches long before half-bending and may have any view.

Motor trucks, No. 18281.—A special agent of the Bureau in Central America writes relative to a possible opportunity for the sale of motor trucks for the transportation of coffee. He recommends the shipment to that country of such a truck in charge of a demonstrating mechanic. He states that arrangements can be made with the customs officials for the free entry of the truck for demonstration purposes.

Oxide of zinc, No. 18282.—A publishing firm in the United States informs the Bureau that a correspondent in Spain desires to purchase oxide of zinc for the manufacture of enamel.

Glass inkwells, No. 18283.—The commercial attaché of the Department of Commerce in Great Britain informs this Bureau that his office is in receipt of a request for the names of manufacturers of so-called clinker-glass inkwells.

General representation, No. 18284.—A commercial agent of this Bureau reports that a representative of a well-established dry-goods firm in Australasia is now visiting in this country and wishes to get in touch with leading manufacturers with a view of securing agencies for all classes of hosiery, underwear, flannelettes, shirtings, cotton suiting, cotton dress materials, fleeced cloths, denims, and dungarees (overalls and jumpers).

Lumber, agricultural machinery, etc., No. 18285.—A firm in Cypress wishes to correspond with American firms selling lumber, agricultural machinery, medicines, etc., for which they have actual orders. Quotations should be c. i. f. Cypress or Alexandria (Egypt), inclusive of 2 per cent commission. Payment cash against shipping documents through a bank in the United States. Bank references given.

Lubricating oils, waste, and printing supplies, No. 18286.—The commercial attaché of this Bureau in Chile reports that the State Railways have asked for bids for lubricating oils and waste, according to specifications of 1915, on file at the Bureau of Foreign and Domestic Commerce, Washington, D. C. The total weights requested in kilograms follow: Axle grease, 1,300,000; locomotive oils, 650,000; and packing and cleaning waste, 630,000. The bids will be opened October 12, 1915. Bids will also be opened by the State Railways on October 14, 1915, for a large variety of printing supplies, including paper of various weights, leather for binding, starch, glue, and ink. Bids should be made through a local agent.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE

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SOUTH AFRICA'S IMPORTS FOR JULY.

[Vice Consul John W. Dye, Cape Town, Aug. 6.]

South Africa's imports for July, which aggregated \$15,266,668 in value, were \$619,476 in excess of those for the corresponding month of last year. Imports at Port Elizabeth, East London, and Durban showed gains, while receipts at Cape Town and through the port of Lourenco Marques, in Portuguese East Africa, fell below the figures for July, 1914. The respective values were: Cape Town, \$3,072,494 (against \$3,296,835 in July, 1914); Port Elizabeth, \$3,860,751 (against \$3,827,274); East London, \$1,567,023 (against \$1,271,919); Durban, \$5,295,720 (against \$4,230,571); Lourenco Marques, \$1,244,160 (against \$1,831,483); other ports and stations, \$226,520 (against \$189,110).

NEW AMERICAN-AUSTRALIAN CARGO SERVICE.

[Consul General J. I. Brittain, Sydney, New South Wales.]

The recent arrival of the *Colusa* inaugurated a new line of steamers between the United States and Sydney. Two other vessels belonging to W. R. Grace & Co. are to follow, and it is expected that these three will give a regular cargo service between Sydney and Atlantic ports, carrying as well a limited number of passengers. The *Colusa*, which is a vessel of 5,732 tons, has accommodations for 40 passengers.

Thirty-seven ships have arrived at Sydney since January 1, coming from various ports of the United States. The greater number were lumber schooners from the Pacific coast. It is said that more than 60 schooners have been chartered for Sydney and will arrive within the next few months.

CONSULAR TRADE CONFERENCES.

American Consul Cornelius Ferris, jr., stationed at Bluefields, Nicaragua, will make his headquarters at the branch office of the Bureau of Foreign and Domestic Commerce, room 752, Oliver Building, Boston, Mass., until September 20, where he will be glad to confer with American manufacturers and exporters desiring information relative to trade conditions and possible markets for American goods in Nicaragua and the River Plate region of South America.

COCONUT INDUSTRY OF BRITISH NORTH BORNEO.

[Vice Consul John Nimmo Wardrop, Sandakan, July 12.]

An interesting article on the cultivation of coconuts in Borneo recently appeared in one of the Singapore papers. It was written by a senior Government official, the Resident of the East Coast district, and can be taken as fairly reliable. After stating that more interest is now being manifested in the development of the coconut industry than ever before, and that it is becoming more and more difficult to acquire suitable land in the Malay Peninsula, the Resident continues:

"Ceylon already has a million acres of land under coconuts, while North Borneo, enjoying very similar climatic conditions and almost equally favorable labor facilities, can boast but a few thousand acres. The reason for this is mainly that North Borneo is away from the regular track, and investors are naturally drawn first to such countries as the Malay Peninsula and Ceylon, where conditions and results have been well proved. But the time is coming when they must go farther afield, and North Borneo lies ready at hand.

Steamer Services—Telegraphic Communication.

"I shall endeavor in the space of this article to answer satisfactorily such inquiries as would naturally be expected from one seeking land in the State of North Borneo. The country has an extensive coast line, indented at almost equidistant points by five excellent harbors, between which a double service of steamers maintains regular communication. The Chartered Co. has for some years very seriously applied itself to the problem of creating for its ports a trade that shall repay the capital expended on the various improvements which are continually being added. North Borneo is linked with Singapore, Hongkong, and the south Philippine Islands by British steamers affording conditions of travel closely approaching the luxurious. The Sabah Steamship Co., a local enterprise, has lately built and put on the run a very fine new steamer in addition to two smaller steamers that for many years have been of the greatest value to the country.

"In the matter of telegraphic communication, as long ago as 1906 the Chartered Co. realized that an overhead wire through dense jungle could never be relied upon as a faultless system. Four wireless installations have now replaced the old line. Such is the reply to the first inquiry to be expected as to how one may get to Borneo, and whether one is cut off from the world when there.

Development of the Territory.

"Next to its railway, which brings the magnificent valley of the Padas River into direct touch with the West Coast port of Jesselton, the Chartered Co. has expended most of its energies in endeavoring to discover what its territory [see Supplement 59a to **COMMERCE REPORTS** for June 15, 1915] contains and what form of development is most likely to prove successful. That agriculture is the line of advance there can be no question. Borneo rubber estates have done wonders and compare for growth and condition very favorably with other countries. We are not likely to see any extension of this industry, but we have up our sleeve perhaps some of the finest coconut land

in the world. This may sound like an exaggeration, but it is a fact which will bear the closest investigation.

"So far, with two important exceptions, coconut lands are held by private persons. Many Asiatics have acquired considerable wealth from their coconut gardens, but European enterprise has been backward. There are, however, two good examples in the Lahad Datu Culture Co.'s estate of 1,400 acres in Darvel Bay and the Merguan estate in the vicinity of Sandakan. At Sandakan, Kudat, Lahad Datu, and Tawao the areas under cultivation increase steadily from year to year.

Acquisition of Plantation Sites.

"Agricultural land can be obtained by direct communication to the Governor in North Borneo or, in the case of large areas, to the Court of Directors in London. Recent legislation has decreed that no State lands shall, as formerly, be acquired by purchase and that land will be alienated only on payment of an annual quit rent. A premium may or may not be demanded; in the case of coconuts especially easy terms may be obtained. In no case does the quit rent on coconut land exceed \$1.39 United States gold per acre, and a greatly reduced rental can be obtained during the first five years of development. The surveying of lands and the preparation of titles are undertaken by the Survey and Land departments, while the direct supervision of lands is relegated to the Collectors of Land Revenue in their respective districts.

"The applicant is left practically a free hand in the selection of his land, subject to such reservations as native or communal rights and restriction of frontage on river banks, roads, and railways. Once the land has been selected and a temporary occupation license issued, the planter may go ahead and fell the jungle. When he has satisfactorily completed his business with the Land Office the planter will have to deal with the Protectorate, which takes the place of the Labor Department in the Malay States, and the Medical Department.

Labor Plentiful—Sanitary Supervision.

"No difficulty need be anticipated in the matter of obtaining labor. There are Hongkong, Java, and Singapore on which to draw, and sufficient reputable agencies exist in the various centers through which a labor force can be collected at reasonable expense. Labor troubles are a rarity, and estates receive frequent visits from district officers who exercise the powers of assistant protectors.

"The medical department supervises the sanitary conditions of estates. Plans for coolie lines, bungalows, water supply, and kindred matters are submitted to the principal medical officer for approval. The regulations on both these subjects very closely resemble those in existence in the Malay States and can by no means be considered irksome.

Coconut Areas—Capital Needed.

"The prospective coconut planter has a rich and almost inexhaustible extent of land from which to make his selection, and he would be best guided by his own judgment after spending some time in looking around. There is no necessity to go far afield; in Darvel

Bay and Sibuco Bay on the East Coast, in particular, available land lies close to the ports of Lahad Datu and Tawao. From Sandakan also new lands will shortly be rendered available by the construction of the first five miles of a road destined eventually to reach the heart of the country. In any case the coast line everywhere is cut into by tidal rivers navigable by steam launch, and many estates have been opened on the banks of such rivers. Care should be taken on the East Coast to avoid rivers exposed to the northeast monsoon.

"The capitalization of a coconut estate will be no higher than in Ceylon or the Malay States. The average cost of bringing a tree into bearing should not exceed \$0.83 United States gold, and in one case, where the trees are bearing nuts at the beginning of the fifth year at Gawa Gawa in Darvel Bay, the cost was considerably less than that sum. Fencing is everywhere a necessity, but a strong timber fence made from trees felled on the estate does not add seriously to the cost of opening. Seedlings are not obtainable in very large quantities yet, and would probably, in the case of a large estate, have to be imported. The local price is about \$7.78 gold per hundred, but as much as \$11 is paid for the best qualities.

"The State collects an export duty of 2½ per cent on the value of copra exported, but beyond that and the rent no further taxation exists at present with the exception of import dues on various commodities."

STRIKING INCREASE IN MAZATLAN EXPORTS.

[Consul William E. Alger, Mazatlan, Sinaloa, Mexico, Aug. 14.]

It is of interest to note that, with the exception of one year, disturbed conditions in Mexico have had little harmful effect on the exports from the Mazatlan district to the United States, and in the current year a substantial increase in the declared value of such shipments is presaged.

During 1909 the total declared value of the merchandise invoiced at the Mazatlan consulate for shipment to the United States was \$3,512,211; in 1910, the declared values totaled \$3,719,750; in 1911, \$3,578,025; in 1912, \$4,611,448; in 1913, \$3,758,010; and in 1914 (the exceptional year referred to, during the first seven months of which the port was closed), \$1,142,505. From January 1 to July 31 of the present year the invoices certified at this consulate have had an aggregate value of \$3,623,271, to which sum should be added about \$1,000,000 shipped from Los Mochis agency.

The declared exports from the Mazatlan district to the United States for the complete year 1915 will probably total \$6,000,000.

NEW MATCH FACTORY IN MANCHURIA.

[Consul General P. S. Helntzleman, Mukden, Aug. 5.]

The Kirin Match Co. (Japanese) is to establish a branch factory at Changchun. The consent of the Japanese consulate in that city has been obtained and orders for the necessary machinery have been placed.

As there already exists at Changchun the Changchun Match Co. (capitalized at \$150,000) some opposition was made, but it was overcome. The Kirin mill has a capital of \$22,500, of which sum \$10,000 was subscribed by the Kirin Trading Co.

LATIN-AMERICAN MARKETS FOR BIT SAWS.**ARGENTINA.¹**

[Consul General L. J. Keena, Buenos Aires, Argentina.]

According to the 1910 census there were 283 sawmills in the Argentine Republic, which employed a total of 8,081 persons. The value of local material used was \$4,923,500.

The timber cut is quebracho. Chiseled-bit or inserted-tooth circular saws are the only saws that will successfully cut quebracho without overheating.

The imports of all machine saws for 1912 were 233,038 pounds. The principal countries of supply were: France, 82,507 pounds; Great Britain, 52,274 pounds; Germany, 50,899 pounds; United States, 44,100 pounds. In 1913 the total imports were 244,523 pounds, and in the first six months of 1914 they were 85,608 pounds.

The exports of quebracho logs in 1912 were 279,342 tons, with the following principal countries of destination: British Empire, 216,541 tons; United States, 19,922 tons; Germany, 10,841 tons. In 1913 the exports were 383,964 tons, and in the first six months of 1914 they were 201,675 tons. No other timber, lumber, or log is exported.

Sources of Supply—Prices—Depression in Quebracho Logging Industry.

The principal sources of supply of inserted-tooth circular saws are France, England, Italy, and the United States. Local selling prices on the sizes most in use are:

Diameter.	Price.	Diameter.	Price.
20 inches	\$25.00	44 inches	\$76.80
30 inches	43.25	54 inches	139.20
32 inches	43.25	60 inches	192.00
36 inches	52.80	68 inches	249.60
40 inches	62.40		

Inserted teeth are sold for \$4.50 per hundred.

The depression in the quebracho logging industry caused by the cutting off of the general European market has caused a very serious crisis in this industry. Until a new market is found for quebracho logs there will be little chance to introduce sawmill material of any sort into this country. For the past two years the quebracho logging industry (which is the only timber industry of Argentina) has been in a depressed condition, owing to the oversupply of the general market for this commodity.

[Consul William Dawson, Jr., Rosario, Argentina.]

Bit Saws Well Introduced—Give Best Results With Hard Timber.

Inserted or chiseled bit saws, called here "sierras con dientes postizos," are already well introduced in this district, especially in the Provinces of Santa Fe, Sanitago del Estero, and parts of Cordoba, where hardwood—quebracho—is cut. The so-called "obrajes," which prepare quebracho ties, posts, etc., use inserted saws almost exclusively, as they are found to give the best results with very hard timber. Small Rosario sawmills, of which a considerable number

¹ With respect to the prices quoted in the reports in this series from Buenos Aires and Rosario, Argentina, it should be noted that these two reports were written in the fall of 1914, and that possible variations in prices since that time are therefore not taken into account. The publication of the series was delayed, awaiting the receipt of certain of the reports, which were written in midsummer of the present year.

prepare pine and other soft lumber for the ultimate consumer, as well as sawmills in the Province of Tucuman and other parts of the district, where cedar, walnut, and similar timber is worked, use chiefly band saws. For such purposes the band saw is preferred on account of the finer cut and consequent reduction in waste. Judging from statements made by dealers and users, it does not appear likely that the market for inserted saws will increase outside of the quebracho industry.

The demand for such saws in quebracho "obrajes" will depend largely on railway development. The use of quebracho ties is compulsory on all new constructions. There is, of course, a vast field for railway extension in Argentina, especially in the southern territories. New lines and plans for the completion of existing nets are, however, confronted with the difficulty of securing capital. The closing of the German market for quebracho logs also affects unfavorably the exploitation of the "obrajes" and consequently the demand for inserted saws.

Number Sold by Dealers—Saws from United States.

Bit saws are handled by 8 or 10 firms at Rosario, although most of the business is in the hands of three large concerns with main offices at Buenos Aires and branches in this city. The principal importing house, which makes a specialty of sawmill supplies, estimates that in its Rosario and Buenos Aires stores together it sells, under normal conditions, about 400 inserted saws a year. It appears safe to say that more than 1,000 such saws are sold annually to mills in this district. Importers handling saws carry a stock of supply parts, teeth, adjusters, and wrenches.

Inserted saws come chiefly from the United States. One of the leading dealers states that he has tried English bit saws, but found them higher in price and less satisfactory than the American, which he now handles exclusively.

Prices Quoted by Importers.

The prices given below are quoted by two of the leading dealers. These prices cover all the sizes imported by these firms. The first importer sells Joshua Oldham & Sons saws at the following prices:

Sizes (B. & S.).	Number of teeth.	Price.	Sizes (B. & S.).	Number of teeth.	Price.
8.....	22	\$43.43	7.....	36	\$77.20
8.....	28	53.08	7.....	38	91.68
8.....	30	57.90	6.....	44	139.93
8.....	32	62.73	6.....	48	153.00
8.....	34	67.55			

With each saw two sets of replace teeth, three adjusters ("ajustadores-medias lunas"), and a wrench or key ("llave") are furnished. Replace teeth are sold at \$4.34 per hundred, adjusters at \$0.48 each, and wrenches at \$1.45 each.

The second firm sells Henry Disston & Co. saws at the following prices:

Diameter.	Price.	Diameter.	Price.
24 inches.....	\$31.85	40 inches.....	\$66.59
28 inches.....	38.60	44 inches.....	82.03
32 inches.....	45.36	48 inches.....	98.50
36 inches.....	55.97		

This firm delivers with each saw 10 sets of teeth, 1 wrench, and 4 adjusters without extra charge. Replace parts cost: Teeth, \$0.0386 each; adjusters, \$0.338 each; wrenches, \$1.45 each.

Both these firms handle American inserted saws only.

[A list of firms handling, or likely to handle, inserted saws at Rosario accompanied this report and may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 51075.]

BRAZIL.

[Consul Robert Frazer, jr., Bahia, Brazil, June 4.]

Bit saws, by which is understood saws with removable teeth, are not known here, and mill owners say they have never been tried. The latter seemed to doubt whether they would cut the excessively hard woods so plentiful in this country and appeared to have little inclination to experiment with them on their own account. A small trade might be worked up if saw makers sent some here for trial and they proved successful with the native woods, but unless this or some other means were taken to demonstrate their effectiveness it is feared that difficulty would be found in introducing them.

Types of Saws Now in Use.

The saws now used in the two large local mills are of three types—circular, band, and gang saws—and come almost exclusively from Germany and France, where owners say that high-grade blades may be purchased cheaper than in the United States or Great Britain.

The sizes of circular saws range from 8 to 32 inches in diameter, medium sizes being most used. Gang saws with from two to eight blades working vertically are the favorite type. Only a few heavy band saws have been seen in operation.

An astonishing variation in the sizes and shapes of the teeth in different saws was noted, there being dozens of different types used to suit the many kinds of Brazilian woods.

Mill owners spoke of the great importance of securing just the proper point of hardness in saw steel, stating that if too hard it becomes too brittle for use in working the iron-like woods to be sawn, while if too soft the teeth rapidly dull and wear down. The writer was shown one saw of which the teeth had been half rubbed off.

Both mills here imported their own tool steel for plane blades, etc., from Germany before the war, buying it, this office is informed, at the rate of 18 marks per kilo (\$1.95 per pound) c. i. f. Bahia. This price, of course, did not include the customs duty.

Sawmill Machinery is German.

As stated in a report on the Bahia lumber trade, published in **COMMERCE REPORTS** for February 6, 1915, all the machinery in both the mills referred to, except engines and boilers, is German. It was bought through a large German importing firm, which contracted for the complete installation of all the machinery on terms of one-third payment upon its arrival at Bahia, one-third upon erection, and one-third 30 days after the machinery had been working to the satisfaction of the owner.

[The names of the sawmills referred to and of hardware dealers in a position to import saws were transmitted with this report, and may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 62544.]

MEXICO.

[Consul William W. Canada, Vera Cruz, Mexico.]

Inserted or chiseled bit saws are well known in this consular district in those trades in which they are found to have marked advantages over other instruments for cutting. The bit saws most generally used are those of the bucksaw and hacksaw variety, but all kinds are frequently seen. As Mexico has come more and more into touch with the European countries and the United States, the use of these saws has rapidly become common even with the lowest classes, and they have quickly supplanted more primitive tools. Nevertheless, for rougher work axes and hatches still find a place in cases where saws are preferred in the United States. In fact, this remains a common practice in the cutting of the harder woods, such as ebony, for shipping to other parts of the Republic and abroad. The quebracho used in the Republic and shipped abroad comes from farther south, outside of this consular district, though some grows in this region.

Bit saws are sold in all the hardware stores in the towns and cities, and can sometimes be obtained even in the village general stores. The supply parts also are kept in stock. In the case of bucksaws, however, the carpenters do not, as a rule, buy frames, preferring to make their own in their shops or homes.

Necessity of Creating Wider Interest—Influence of Exchange Rates.

In trying to work up a market for bit saws it will be found that it is not a case of introducing a new article but rather one of creating a wider interest among the people and of supplanting saws of European manufacture by others of American origin. On account of the European war the latter task should not be as difficult as formerly, but the arousing of a more extensive interest will encounter numerous obstacles. It is often hard to get into touch with possible buyers in the inland cities through agents, catalogues, or letters. In addition the building industry, although not greatly affected in the port of Vera Cruz itself, is depressed elsewhere, along with other trades in which saws are needed.

The international money exchange rates, becoming more and more unfavorable to Mexico, are proving another adverse factor tending to prevent the sales of bit saws, since the prices in Mexican money must adjust themselves to the fluctuations, and seem unreasonably high to the Mexican carpenters and other users, whose incomes remain about the same. Indeed, the prices, although quoted in Mexican money, are in every instance based on the currency of the country of origin or of the United States, and at this time are being kept so low that the profit is not as great as it was in the past. Nowadays the local dealers, when asked the price of a saw in the morning, give a warning that it may be different before nightfall.

United States and Germany Have Controlled Market.

The United States and Germany have been supplying practically all of the demand for bit saws. The proximity to Mexico has aided the United States in its trade, and the existence of German hardware houses in this Republic has proved of advantage to Germany. In addition to supplying the demand of their nationals and advertising

their wares by catalogues and correspondence, manufacturers in these two countries have developed their trade by sending traveling representatives at frequent intervals. In the past such salesmen, always capable men, have, as a rule, represented several manufacturers of saws at the same time or some exporting firm handling the wares of several producers. In times of peace they have rarely failed to obtain excellent results.

[Consul Herman L. Spahr, Montevideo, Uruguay, June 22.]

The United States, England, and France supply the lumber saws widely used in Uruguay. The kinds in use are band, solid circular, and inserted and chisel-tooth saws. The inserted-tooth circular saws vary in diameter from 20 to 58 inches, the most used being the 35, 40, and 58 inch; 7 and 9 are the popular gauges, though they range from 6 to 10. Stocks of saws and supply parts are carried by various firms in Montevideo and doubtless also in Paysandu and Salto, where the lumber business is important. Several makes are known, one of the leaders being the Disston saw, made in Philadelphia. The Atkins, of Indianapolis, and the saws of Spear & Jackson, England, and Panhard & Levasseur, France, are among the others. American saws, it is said, have been well introduced and in the case of inserted-tooth saws are preferred.

Woods Used in Uruguay—Kinds of Saws Employed to Cut Them.

The soft woods imported into this country consist mainly of Southern yellow pine, white pine from Canada and California, Swedish white pine, spruce grown in the Appalachian Mountain districts and in Canada, Austrian or Bosnian spruce, and Parana pine (known here as Brazil pine). Band saws are much used for resawing soft woods, but the solid steel circular saw is generally employed for cutting off, ripping, and bolting. This latter saw is used in towns and cities to resaw and rip coniferous woods and to work South American cedar, generally known as Spanish or cigar-box cedar, and álamo, which belongs to the poplar family and is related to the cottonwood and aspen of the United States.

Hardwoods from Argentina, Paraguay, and southern Brazil are manufactured into lumber, boards, planks, and rough forest products—billets, ties, bolts, posts, etc.—usually by means of band saws in cities and ports and by inserted chisel-tooth saws in the interior and rural districts. Uruguay has a comparatively limited stand of timber. The wood cutting is much more extensive in Paraguay and the northern part of Argentina. Lumber logs are first slabbed by the natives, who wield the axes with consummate skill. The principal tropical hardwoods handled are lapacho, urunday, curupay, peterby, palo blanco, quebracho colorado (*Quebrachio lorentzii*), quebracho blanco (*Aspidosperma*), and algarroba; and although they are extremely hard the natives square the trunks quickly and efficiently.

The Cutting of Posts, Poles, Ties, and Pickets.

The square logs vary in size from 12 to 36 inches face width, and it is said that about 14,000,000 feet b. m. annually come to the cities of Uruguay for manufacture, principally on band mills. The trees

of smaller diameter are cut for posts, telegraph and telephone poles, crossties, and fence pickets, and, from quebracho, bolts for making tanning extract. This is the chief part of the lumber industry, largely confined to interior sections near forests with convenient rail and water transportation. In these operations a circular saw with the inserted chisel tooth is nearly always used. Crossties produced in and exported from Uruguay and neighboring countries are usually sawed ties and seldom hewn sleepers. Poles are rounded, being barked and smoothed with the ax before shipment. Fence posts are generally round, but large quantities are squared by circular saws.

The wood most used for ties, poles, and posts is red quebracho, which also yields the tanning extract. Exported ties are nearly always of this wood, but for locally used ties lapacho, vira pita, and curupay are also common. In hardness and density these approach quebracho and are nearly as difficult to manufacture. They are largely used for pickets, which form an important product of the circular mill. Much of the fencing in the rural districts is of galvanized wire, supported between posts by wooden pickets.

LIME-JUICE FACTORIES IN WEST INDIES.

[Supplementing reviews in Consular and Trade Reports for June 13, 1913, and Apr. 8, 1914.]

A Government lime-juice factory is operated on the British West India island of St. Lucia. It is conducted on a cooperative basis. The administrator of the island states that the object the Government had in view in establishing the factory was to obtain for the small proprietors as good a price as possible for the produce of their lime cultivation, and to encourage them in extending the cultivation. The advantage of the factory's price of 5s. 8½d. (\$1.39) per barrel of ripe limes over the prevailing local price of 2s. (24 cents) immediately prior to the factory coming into operation is believed to have already induced peasant proprietors to plant more lime trees.

During last year two private factories for the concentration of lime-juice in steam-heated evaporators were established and two others are in source of erection. There will then be seven such factories in the island, and similar works are likely to be established in the near future, as the lime plantations approach maturity.

During 1913 there were exported from St. Lucia 7,968 gallons of lime-juice, valued at \$12,118; 158 gallons of essential oil of limes, valued at \$1,635; and \$1,367 of green limes.

The governor of the Leeward Islands, in his report just issued in London, states that the lime crop of Dominica increased from 284,000 barrels in 1909 to 391,000 barrels in 1913. The flour barrel which is generally used for measuring limes varies slightly in size, but the average capacity may be placed at 4.55 cubic feet. When filled to the top with limes the weight of the contents is approximately 160 pounds. Calculated on this basis the weight of the crop gathered during 1913 was 31,000 metric tons.

During the year the secretary of the Canadian and West Indian League drew attention to a report issued by the chief Government analyst, Ottawa, dealing with the adulteration of lime juice in Canada. The report states:

Out of 30 samples analyzed only 5 fully met the requirements of the standard set by law. Although several others approximate more or less closely to it, the report shows that no less than 15 were adulterated according to the act, while quite 30 per cent, as the Government analyst points out, bore unmistakable evidence of having been reduced by the addition of water.

The standard fixed by the Government for lime juice is that it shall contain at least 10 per cent of solids and 7 per cent of citric acid. Of the 15 samples declared as adulterated the report shows that 10 contained less than 6 per cent of citric acid, while three contained as little as 4.55, 3.78, and 3.50 per cent, or little more than one-half of the legal proportion. In the quantity of solids, of the same 15 samples analyzed no less than 11 contained less than 7 per cent, while one of these had only 5.1 of solids, and one actually had only 3.6, or about one-third of the population prescribed by law. One of the samples, which on analysis proved to contain only 3.50 of citric acid, showed unmistakable signs of dye having been added to give the article sold the color of lime juice.

In justice to the British West Indies it may well be added that whatever adulteration occurs does not take place there, but in the countries where the article is prepared.

Dominica's exports of lime products and their value during 1913 were as follows:

Product.	Quantity.	Value.
Concentrated lime juice.....	gallons.. 158,974	\$296,068
Raw lime juice.....	do. 336,728	73,401
Raw juice cordial.....	do. 4,654	1,698
Green limes.....	barrels. 43,832	191,244
Pickled limes.....	do. 616	1,124
Citrate of lime.....	pounds. 522,336	82,857
Essential oil of limes.....	gallons. 5,370	17,641
Otto of limes.....	do. 1,505	30,211

The increases in value over the Dominica crop of 1912 amounted to \$223,805.

The lime industry in Montserrat continued to suffer during the year from attacks of pests and diseases. These have continued to form the subject of investigations by the Agricultural Department, and a considerable series of spraying trials were laid out in this connection. The exports of limes and lime products from Montserrat for 1913 were valued at \$28,790.

In Antigua interest in lime cultivation as a minor industry under suitable conditions continues to be sustained. A moderate area has now been planted up in the crop. The demand for plants fell off somewhat during the year in consequence of planters' requirements having been filled to a considerable extent. Young plantations suffered somewhat severely from dry weather during the year. Exports of limes and lime products from Antigua were valued at \$7,360. The cultivation of limes continues to attract a certain amount of attention in Nevis, while in Tortola, Virgin Islands, the small peasant lime-growing industry has made some little advance.

The United States derives most of its imports of limes and lime products from the British West Indies, the amounts for the past two fiscal years ended June 30 having been as follows:

Classification.	1914	1915
Limes.....	\$187,530	\$161,567
Lime, lemon, and sour orange juice containing not more than 2 per cent alcohol.....	110,840	139,605
Oil of limes.....	23,828	9,279
Citrate of lime.....	410,567	1,109,029

FOREIGN TARIFFS.

ARGENTINA.

[Boletín Oficial, July 13, 1915.]

Clearance Without Shipping Documents.

In view of frequent delays in the receipt by the consignee of bills of lading for goods imported into Argentina from European countries, the provision of article 929 of the Argentine customs regulations, prescribing a fine of 2 per cent of the invoice value if articles are not cleared through the customs within 8 days, has been modified. In the case of goods shipped to a named consignee, articles may now be cleared without the presentation of bills of lading on the sole responsibility of the consignee, provided he is of acknowledged standing in the community. If the time allowed for clearance expires before the arrival of the shipping papers, the Secretary of Customs will agree, at the request of the interested parties, to open the envelope containing the documents as soon as received, the date of its presentation to him to be compared with the date of receipt indicated by the postmark. In the case of shipments "to order" not cleared within the prescribed 8 days, the fine will not be imposed when the interested parties allow the Secretary of Customs to open the envelope containing the bills of lading, as above stated, or when they submit to the customs authorities, within 8 days from the date indicated by the postmark, the envelope in which the bill of lading arrived made out "to order" and addressed to a bank.

AUSTRALIA.

[Board of Trade Journal, Aug. 26, 1915.]

Continuance of Present Duties.

It is stated by the Trade Commissioner of Australia that the proposed consideration of a new customs tariff by the Australian parliament has been indefinitely postponed. The rates of duty prescribed by the law provisionally enacted December 3, 1914, which provided for increases on a large number of articles, will therefore remain in effect for an indefinite period. [For previous notices regarding the new tariff rates in Australia, see Foreign Tariff Notes No. 15, p. 39, and COMMERCE REPORTS, July 14, 1915.]

BRAZIL.

[Consul General A. L. M. Gottschalk, Rio de Janeiro, Aug. 9, 1915.]

Preparation of Invoices.

In accordance with the provisions of a customs order of July 22, 1915, importers of wines, oils, canned goods, and similar products must in the future declare the weight per package, if the goods are in packages of uniform size, or, if the size of the parcels varies, the weight of each individual package. As Brazilian importers will not be permitted to clear their goods through the customs in the absence of such information, shippers in this country should carefully observe this requirement in preparing invoices for consignments to Brazil.

CHILE.

[Board of Trade Journal, Aug. 26, 1915.]

Invoices for Certain Parcel-Post Shipments.

According to the provisions of the new Chilean consular law (article 19), invoices for goods sent by post to Chile must be viséed by the Chilean consul in the place of mailing if the value of the shipment exceeds \$25. Under former regulations no consular invoice was required in the case of shipments by parcel post, whatever the value of the goods.

SALVADOR.

[Consul General Henry F. Tennant, San Salvador, Aug. 14, 1915.]

Registration of Pharmaceutical Products.

The new customs tariff recently enacted in Salvador, which is to go into effect January 1, 1916, prescribes, under tariff number 93, a rate of \$0.40 (United States currency) per kilo for various pharmaceutical products, including preparations of known formula not specified in the tariff, while a rate of \$1 per kilo is imposed on preparations of secret formula (tariff number 94). A large number of products to which the lower rate is made applicable have been specified in a Salvadorian decree of August 12, 1915, which stated that all preparations not mentioned therein were to be subject to the higher duty. It is understood, however, that additions will be made to the foregoing list in the case of products considered by the Salvadorian officials to be meritorious. American exporters of proprietary medicines, etc., should therefore make early application to the Minister of Finance of Salvador for the classification of their products under tariff number 93, submitting with their requests a formula of the preparation. [The decree in question is on file in the Bureau of Foreign and Domestic Commerce.]

CANADA TO CONSERVE WHEAT SCREENINGS.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Aug. 31.]

In former years about 25,000 tons of wheat screenings were shipped from Manitoba Province to the terminal elevators at Fort William and Port Arthur for shipment, principally to the United States. Purchases are made from the farmers or country shippers who have received warehouse receipts against their dockage of wheat. These screenings are graded into two classes; No. 1 is known as "scalpings" and No. 2 as "rough screenings." The better grade is used in a mixture of chicken feed and the poorer is manufactured into a prepared stock food. The Board of Grain Commissioners have ordered that "scalpings" must not contain over 25 per cent of commercial grain; if richer than that it must be graded and docked for the dirt contained therein. There is a movement for retaining this product in Canada and utilizing it for feeding purposes. "Rough screenings" are what remain after everything of a higher value has been removed, and consist practically of straw, chaff, and other refuse, in addition to the smaller and lighter weed seeds, with a small percentage of finely broken commercial grain.

THE VEGETABLE WOOL OF ECUADOR.

[Consul General Frederic W. Goding, Guayaquil, Aug. 6.]

Kapok, known in Ecuador as "lana de ceiba," or "vegetable wool," is a product of the largest tree that grows in the forests of the littoral, a species of the genus *Eriodendron* (allied to the cotton plant). The ceiba bears most of its branches near the top, and the appearance of its bright-yellow flowers marks the approaching end of the rainless season. After the flowers fade the pods that yield the kapok of commerce are formed; these are gathered and the fiber extracted by hand. Too early rains interfere with pollination, resulting in many empty pods, when the natives refuse to devote much time in gathering the crop.

The tree may be grown in Ecuador up to an altitude of 5,000 feet above sea level, the growth the first year being about 25 feet. When 2 years old, on an average it will produce 100 to 200 pods, which contain 1 to 2 pounds of kapok; at 5 years, 200 to 300 pods, with 2 to 3 pounds; at 6 years, 300 to 400 pods, with 3 to 4 pounds; at 10 years, 800 to 1,200 pods, with 10 to 20 pounds. Two hundred pounds of kapok were obtained from one old tree. However, the tree is not cultivated in this country.

Fiber and Seeds—Exports—Silk Flower.

One hundred pounds of crude material yield, after cleaning, 45 pounds of first-grade kapok, 20 pounds of second-grade, and 35 pounds of seed. The seeds must be carefully separated from the fiber, as the presence of oil in them (about 25 per cent) will produce a stain which renders it unfit for use. The machine employed resembles a cotton gin, and does no injury to the fibers or seeds. To be marketable, the fibers must be long and bright, free from seeds and other débris, and not too tightly packed in bales of about 100 pounds.

There were exported from Ecuador 162,341 pounds of kapok in 1914, 129,226 pounds in 1913, and 135,719 pounds in 1912. Of the seeds Liverpool received 29,566 pounds in 1914, 84,531 pounds in 1913, and 188,744 pounds in 1912 for their oil. (After the oil has been extracted the residue is pressed into cakes for cattle feed.) First-grade kapok sold in 1913 and 1914 for 12 cents per pound and second-grade for 4.5 cents f. o. b. Guayaquil, all of the latter being shipped to Peru and Chile. The seeds sold for 88 cents per 100 pounds net.

In similar tracts of country there exists another but much smaller plant called "flor de seda," or silk flower, also a rapid grower. The product resembles kapok, but is much superior in all textile qualities, as it is finer and more brilliant. It is locally used in the manufacture of mattresses, not being separated in the local market from kapok. Silk flower has great future commercial and industrial possibilities, and would well repay scientific investigation and experiment.

[The increasing utilization of kapok, and particularly its growing importance in the trade of the Far East, have been discussed from time to time in COMMERCE REPORTS; see, among others, the issues for Apr. 1, June 8, and Aug. 29, 1914.]

AMERICAN IMPORTS OF KAPOK.

Kapok is gaining in popularity in the United States, where, among the other uses to which it is put, it is employed in stuffing mattresses

and sofa cushions, and, it is said, has found some favor among makers of upholstery fabrics. Save in 1914 imports of the fiber have steadily risen for the last half decade, amounting in the fiscal year 1911 to 2,070 tons; in 1912 to 2,099 tons; 1913, 2,842 tons; 1914, 1,827 tons; and 1915, 3,860 tons. However, because of a lower average price per ton, the value of the imports in 1915 was less than in 1913.

The Dutch East Indies furnish the bulk of the kapok that finds its way to the United States, American official statistics showing the following imports from there and from the other leading countries of supply during the last five years:

Imported from—	1910-11	1911-12	1912-13	1913-14	1914-15
British India	\$2,212	\$4,555	\$10,884	\$19,079	\$2,273
Ecuador	1,972	19,708	2,313	26,480	7,107
Germany	10,057	2,791		2,347	
Netherlands	48,053	40,335	86,119	53,216	25,023
Netherlands India	403,169	492,258	686,862	338,991	727,625
All other	311	10,407	22,523	1,006	2,481
Total	465,774	570,084	809,001	441,109	767,509

AN INGENIOUS FRUIT CONTAINER.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Aug. 31.]

Realizing that the ordinary barrel is unsuitable for safe and convenient shipping of apples and pears, and that boxing is an expensive item in this connection, a partitioned barrel has been invented by a fruit man in British Columbia, patents for which have been applied for in Canada and the United States. The container is similar to an ordinary barrel, divided into two equal parts by two partitions so adjusted as to permit the barrel being sawed in two, thus making two half barrels. The advantages claimed for this patent container are that it can be made of cheap sawed lumber, shipped in the "knock-down state," and easily assembled at the packing house; the fruit can be shipped without wrapping, owing to the firmness imparted by the central partitions, the fruit is said to arrive in perfect condition, while the convenience afforded by sawing the barrel in two enable customers to purchase a half or a whole barrel containing two varieties of fruit.

CONSULAR ADVERTISING IN BURMA.

[Consul Maxwell K. Moorhead, Rangoon, Burma, Aug. 3.]

An inquiry regarding the opportunities for the sale in Burma of American corks, bottles, and stoppers was inserted in the "Trade Inquiry List," which this consulate publishes twice a month and distributes among possible buyers. In response to this inquiry a Rangoon firm requests to be supplied with catalogues, price lists, and terms.

[The address of the firm may be had from the Bureau of Foreign and Domestic Commerce; refer to file 65710. See also report from Consul Moorehead on this subject in COMMERCE REPORTS for June 2, 1915.]

The pulp and paper mills at Fort Francis, Ontario, are operating 24 hours each day, with a force of about 250 employees. The output is taken by western Canada daily newspapers.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Paper, No. 18287.—A firm in France is in the market for prepared (dressed) paper in bobbins soaked in blued tints or dull, thickness 45/48 grams per square meter, the paper to be of a cheap grade, and also in gloss (satin) rolls and reams. The writer advises that he has a customer who would buy 2,000 reams of ordinary English writing paper, size 41 by 53, flat thickness, 95 grams per square meter. Quote cheapest price c. i. f. Bordeaux, custom tax included. Samples of paper desired may be examined at the Bureau or its branch offices. (Refer to file No. 63.)

General representation, No. 18288.—A commercial agent of this Bureau reports that a capable young man from Brazil is in this country seeking to become a representative for some export house desiring to extend their trade to South America. He speaks French, Italian, Spanish, and Portuguese, and is familiar with the tariff laws and commercial interests of his country. References are given.

Automobile supplies, No. 18289.—A firm in Greece states that it is desirous of being placed in touch with representative American manufacturers for the purpose of purchasing automobile wrenches and clocks, pipe wrenches, oil cans, shock absorbers, magnetos, ball bearings, oil and grease, and jacks. Catalogues showing prices should be forwarded at once. References given.

Nickel packing rings, No. 18290.—A firm in the United States writes the Bureau that it is desirous of obtaining the names of manufacturers of nickel packing rings, varying in size from 88 to 300 millimeters inside diameter and from 96 to 312 outside diameter. Several hundred pieces are desired.

Watch crystals, No. 18291.—This Bureau is in receipt of a request from a firm stating that it is in the market for a large supply of watch crystals. It has formerly been purchasing 5,000 gross per month.

Wood pulp, No. 18292.—A special agent of this Bureau reports that a large and well-rated enterprise in Uruguay desires quotations and samples on wood pulp, and he has forwarded samples of the pulp desired. (Refer to file No. 739.) The agent also submits a similar request from a firm in Argentina.

Copper wire, tubes, bars, and sheet copper, No. 18293.—An American consul in Spain reports that a concern in his district desires to communicate with American manufacturers of copper wire, tubes, bars, and sheet copper. Prices and catalogues are requested at once. Correspondence should be in Spanish or French.

Paper bag, No. 18294.—A firm in Brazil informs an American consular officer that it is desirous of obtaining a certain paper bag manufactured in the United States which would take the place of jute bags used extensively in the handling of coffee and cereals for local and export trade. It is estimated that 2,000,000 bags could be disposed of per year and that this amount would be ultimately increased to more than 10,000,000, depending on price.

General representation, No. 18295.—An American consular officer in Venezuela reports that a business man in his district wishes to represent or travel in Venezuela, Haiti, and Santo Domingo for American firms. He speaks French, Spanish, and English, and has an extended acquaintance in these countries. He formerly represented European exporters.

Sausage casings, codfish, No. 18296.—An American consular officer in Spain transmits the name and address of a business man who wishes to act as agent for the sale of unsalted dried sausage casings, there being an immediate call for this commodity. He is also interested in the immediate importation of dried codfish and requires 100 bales of 50 kilos each. Prices should be given c. i. f. Spanish port, preferable in gold pesetas or francs, although quotations in dollars will be accepted.

Cotton twist, No. 18297.—A Norwegian retail dealer in ships' supplies informs an American consul that he desires to arrange definite terms at once with an American firm selling cotton twist. This waste product of cotton is used for cleaning purposes on ships. The twist generally comes in bales weighing about 250 kilos (551 pounds) each, and is sewn up in jute bags bound together with iron hoops. Correspondence may be in English.

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ADVANCE IN PRICES OF BOHEMIAN PORCELAIN.

[Consul Wallace J. Young, Carlsbad, Austria, Aug. 17.]

With reference to my dispatch in **COMMERCE REPORTS** for August 23, 1915, on "Rise in China Prices Predicted," the members of the association have agreed to a flat 15 per cent increase in the price of porcelain for the domestic market, the increase being now effective. This, it is said, will make prices practically the same both for the foreign and domestic trade.

CANADIAN FIRE CHIEFS' ASSOCIATION.

[Consul O. Gaylord Marsh, detailed as Vice Consul at Ottawa, dated Aug. 28.]

The Provincial Fire Chiefs' Association of Ontario has just closed its annual convention at Ottawa. Some able addresses were delivered on modern methods of fire prevention and extinction and education of the general public as to precautionary measures. The Ottawa Fire Department, which has established a high reputation for its modern equipment and efficiency, gave some interesting and thrilling demonstrations in ladder drills, high diving, and fire extinction.

While the association was originally formed as a provincial organization, it has assumed a national importance and the convention was attended by representatives from all parts of the Dominion. By an almost unanimous vote it was decided to reorganize along national lines and to change the name to The Dominion Fire Chiefs' Association. The following officers were elected: President, Mr. John Graham, fire chief, Ottawa; secretary, Mr. James Armstrong, fire chief, Kingston, Ontario; and chairman of exhibits, Mr. James Corbett, fire chief of the Massey Harris Company, Toronto. The 1916 convention will be held at Windsor, Ontario, on a date to be announced later.

These annual conventions will offer an opportunity for American manufacturers of fire equipment to exhibit their products to a large gathering of expert firemen at a minimum cost. President Graham, in an address before the convention, expressed the belief that there would not be a manufacturer of fire apparatus in North America who would not make a display of his products at future conventions. Prospective exhibitors should address the Chairman of Exhibits, whose address appears above.

DEVASTATION BY LOCUSTS IN PALESTINE.

[Consul Otis A. Glazebrook, Jerusalem, Palestine, Asiatic Turkey, July 17.]

[EDITORIAL NOTE.—The destruction of the fruit and foliage of the orange and olive groves of Syria by swarms of locusts was briefly described in *COMMERCE REPORTS* for Aug. 19 and 21, 1915. It was manifest that destruction of all vegetation in northern Syria, at least, was complete, according to these short reports from Beirut and Haifa. A more detailed account of the invasion of locusts has now been received from Rev. Dr. Glazebrook, American consul at Jerusalem.]

The recent devastation by locusts in Palestine will have disastrous effect on the people of the country, whose sustenance is thus so largely destroyed. I have had to depend upon outside sources for some of the information, but the actual invasion, the result of the devastation, and the work of protection I have seen with my own eyes, and have aided in the latter by my personal assistance and advice. It is not an overdrawn metaphor to describe this inroad as an invasion. Truly, the onward march of the serried ranks of the devastating insects was "more terrible than an army with banners." As far as the eye could reach, the fields were covered by the locusts, and even the street in front of the American consulate had the appearance in the movement of the green and black mass of a flowing river.

Such locust invasions are not unusual phenomena in Palestine. The last general and destructive visitation of the locusts occurred in 1865. Since then they have reappeared at different times in smaller numbers and limited areas, the last of these being some 11 years ago, but undoubtedly the disaster caused by the present visitation is not only greater and more general, but more profoundly felt than any in the recollection of the present generation.

The Advance Swarms of Adults.

On February 28, 1915, the first swarms of adult locusts were seen in the bordering "Judean Wilderness," but it was not until the early part of March that they flew over and past Jerusalem. These adults did little damage, but being of the largest and most devouring species of all migratory locusts (*Schistocerca peregrina*), the same kind alluded to in that most graphic of all descriptions of such ravages—the prophecy of Joel—apprehensions were grave that the result would be most disastrous. These apprehensions have been fully realized.

As soon as the news of the locust invasion reached His Excellency, Djemal Pasha, Ottoman Minister of the Navy and commander of the Fourth Army, he vigorously grappled with the situation. He appointed a "Central Commission to fight the locusts" under the presidency of His Excellency, Midhat Bey, Governor of Jerusalem. The field which the commission was to cover were the Sandjak of Jerusalem and the Vilayets of Beirut and Damascus, and this commission was officially attached to the headquarters of the Fourth Army at Jerusalem. Dr. Aaron Aaronsohn, who is well known to the Department of Agriculture at Washington, was appointed High Commissioner for the above-mentioned Provinces. This appointment promised well, as the doctor is one of the most scientific men in Syria and director of the Jewish Agricultural Experiment Station of Palestine.

Measures Used to Combat the Invasion.

Under the direction of this commission an order was issued requiring every male residing in the cities from the ages of 15 to 60 years to collect 20 kilos (44 pounds) of locusts or to pay an exemption fee of one Turkish pound (\$4.40). This rule was so rigorously enforced—stores being closed if the owners could not show a receipt for eggs or cash—that about 800 persons paid the tax, while the others either gathered the required amount or purchased them from peasants who brought them in secretly for sale. In the village half of the inhabitants were compelled to go out each alternate day to dig for locust eggs.

Toward the end of May the larvæ, already about an inch long, made their first appearance near Jerusalem on the plain of Raphaim and aroused the people to the necessity for immediate organized resistance. The method of procedure was to form lines of men, women, and children along the roads separating the private gardens from the open fields beyond, flagging the locusts. Tin-lined boxes were sunk in the earth in the direction in which the locusts were advancing. The flaggers would drive them together in a dense column toward the trap where guards at each end would keep them from escaping. Sometimes the drives were so large that the ground in front of the boxes would become clogged when the locusts would have to be shoveled into the boxes to make room for those pressing from behind. To protect the trees from the young crawling locusts pieces of tin or zinc, in the shape of inverted funnels, were tightly placed around the trunks of the trees.

Ineffective Results—People Will Suffer.

In spite of all this fighting of the larvæ instances are very rare where the results were satisfactory. Few crops or orchards escaped devastation. This was especially true on the Plain of Sharon, where the Jewish and German colonies, with their beautiful orange gardens, vineyards, and orchards, suffered most severely. The only exception was the orange gardens in Jaffa proper, which, doubtless, owed their immunity to the sea breezes. In the lowlands there was a complete destruction of the summer crops such as garden vegetables, melons, apricots, and grapes, for all of which the plain between Jerusalem and Jaffa is renowned and upon whose supply the Jerusalem markets depend. The result is that there are few vegetables or fruits to be had in the markets, and such as appear command an almost prohibitive price.

In the mountain district, notably about Jerusalem and Hebron, the heaviest loss from the onslaught of the locusts has been in connection with the olive groves and vineyards. Olive oil is a staple of food among the peasants and poorer classes, taking the place of meat. The grape, too, is a similar staple among all classes. The loss of this crop will be most keenly felt. This year, especially on account of the almost entire absence of sugar, now selling, when obtainable, at a fabulous price, the grape crop was counted upon as a substitute from which "dibs," a kind of molasses, and divers kinds of jams are made without the use of sugar.

Natural Enemies Made Little Impression.

Strange to relate, storks, which were always looked upon as the most effective enemy of the locusts, this year seemed to have been

proportionately too few to have had a perceptible effect upon them. The common house sparrow and domestic fowls have doubtless devoured quantities of them, but here again the invading host was so tremendous that this natural help was not noticeable. During the digging for the locust eggs it was noticed that a species of fly, probably the bee fly of the family of Bombyliidae, had infested many of the egg sacks and destroyed the contents. Mr. E. F. Beaumont, of Jerusalem, has sent a specimen of this fly to the Department of Agriculture at Washington for identification.

AMOY SEES ITS FIRST MOTOR VESSEL.

[Consul Lester Maynard, Amoy, China, July 15.]

On July 7 the motor vessel *Panama* reached Amoy with a consignment of kerosene for the local agents of a Texas oil company. The arrival of this vessel occasioned considerable interest, as it is the first motor vessel that ever visited this port.

The *Panama* was completed in March of this year, and is owned by the East Asiatic Co., of Copenhagen, Denmark. The vessel is 427 feet long, 55 feet beam, and 38½ feet depth, with a carrying capacity of 9,000 tons, and was built at a cost of \$400,000. It is equipped with two 1,750-horsepower Diesel engines, three auxiliary engines for lights, electrically driven winches, electrically driven steering gear, and an air compressor. Since, at a 12-knot speed, 11 tons of crude oil are consumed in 24 hours, the boat's fuel capacity of 1,180 tons of crude oil is sufficient to carry it 30,000 miles.

Advance in Freight Rates.

This vessel started from Port Arthur, Tex., on its initial voyage with a shipment of 230,000 cases of oil, the cases containing two tins of 5 gallons each. The freight on this oil is stated to have been about \$135,000 United States currency, which is one-third the cost of the vessel. The bulk of the shipment was discharged at Hongkong for distribution to Canton and interior points, and 50,000 cases were unloaded at Amoy.

Freight on oil from the United States to Amoy has greatly advanced since the outbreak of the European war, the former price of 21 cents United States currency per case having now advanced to 59 cents per case. With the large stocks on hand belonging to competing companies and the high freight rate which has been paid on this shipment it is difficult to understand how the market can absorb this large consignment without cutting prices to the losing point.

The *Panama* sailed from Amoy on July 12, without cargo, for Vladivostok.

Imports of Citrate of Lime.

The citrate of lime imports into the United States, statistics of which appeared in COMMERCE REPORTS for September 14, 1915, come mainly from the island of Sicily. The Catania consulate alone invoiced \$673,973 worth to the United States during the calendar year 1914.

FAVORABLE TRADE BALANCE OF UNITED STATES.

The imports, duties collected, and exports for the week (five days) ending September 11, 1915, at 13 principal customs districts of the United States were:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah).....	\$36,809	\$1,574	\$37,125
Massachusetts (Boston).....	2,808,051	22,375	2,226,828
New York.....	18,216,452	2,278,700	16,068,800
Philadelphia.....	428,983	108,227	1,303,362
Maryland (Baltimore).....	296,884	9,234	1,429,368
Virginia (Norfolk).....	161,380	22,031	1,800,616
New Orleans.....	1,073,414	67,164	2,197,082
Galveston.....	255,020	63,348	2,660,625
San Francisco.....	463,977	61,762	264,095
Washington (Seattle).....	1,699,609	28,287	2,144,581
Buffalo.....	393,080	21,013	1,225,684
Chicago.....	495,723	99,499	175,900
Michigan (Detroit).....	429,105	29,803	2,557,006
Total.....	26,921,467	2,813,917	33,593,708

The above figures show a favorable balance on merchandise transactions for the week (five days) ending September 11 in the 13 customs districts of \$6,672,241. The 13 districts cited handled about 92 per cent of the import and export business of the country, based on the transactions in June, 1915.

Cotton exported during the week (five days) ending September 11 amounted to 46,151 bales, making the total since August 1, 1915, approximately 216,409 bales.

Data for Current Year.

A statement of the imports, duties collected, and exports at the 13 ports, which handled about 92 per cent of the total foreign commerce of the United States, is given below for each week since the beginning of the present fiscal year:

Week ending—	Imports.	Duties collected.	Exports.	Excess of exports.
July 3.....	\$29,896,466	\$3,169,059	\$50,442,243	\$20,545,778
July 10.....	23,126,032	2,734,116	40,301,146	17,674,214
July 17.....	32,908,191	3,778,167	40,270,553	7,362,362
July 24.....	31,213,917	3,762,327	54,122,360	22,909,443
July 31.....	30,258,698	3,694,780	54,234,569	23,975,871
Aug. 7.....	34,294,282	3,432,077	43,239,737	13,945,455
Aug. 14.....	22,435,976	3,364,946	51,266,373	28,829,397
Aug. 21.....	32,198,560	3,401,934	50,823,835	18,625,275
Aug. 28.....	27,042,725	3,188,243	60,311,764	33,269,039
Sept. 4.....	32,454,477	3,531,478	60,071,198	27,616,721
Sept. 11.....	26,921,467	2,813,917	33,593,708	6,672,241

MOTOR BOATS FOR EASTERN CUBA.

[Consul P. Merrill Griffith, Santiago, Aug. 11.]

Santiago de Cuba is situated on a bay about 6 miles from the sea. On the opposite side of the bay are several small villages, where are located the summer homes of Santiago's most prominent families. There is also a yacht club, with nearly 300 members, and the fishing in the bay is excellent. These facts, as a matter of course, make a demand for motor boats, of which there are comparatively few, the demand being chiefly for a strongly built boat of medium price.

BIOSCOPE FILMS IN SOUTH AFRICA.

[Consul Edwin N. Gunsaulus, Johannesburg, July 29.]

A recent article on the use of and practice in dealing with bioscope films in South Africa, contributed to one of the Johannesburg newspapers, contains several features that will doubtless be of interest and practical value to the manufacturers of films in the United States, from which country South Africa largely draws for this form of entertainment.

In this newspaper article the writer truly states that the bioscope film industry in South Africa has been brought to a highly organized condition that falls little short of perfection. The present advance in the manner of dealing with bioscope films in this country is largely the work of the African Films Trust, which supplies the material for the exhibitions to all but some half dozen of the 250 cinema theaters in South Africa. It is stated that every week the trust imports approximately 60,000 feet of bioscope films at a net cost of \$5,000. In addition, the Treasury of the Union of South Africa benefits to the extent of \$600 to \$700 weekly by the proceeds of the special film tax of \$1.20 per 100 feet.

Johannesburg the Film Center.

The film industry in South Africa centers in the headquarters of the trust in Johannesburg, and from this city films are distributed on the several circuits to the picture-theater proprietors, going by easy stages in order to minimize the cost of railway carriage. All of the imported films that circulate throughout South Africa are, in the first instance, unpacked and displayed at Cape Town. They then go directly to Johannesburg and are passed through the local theaters in accordance with the requests of the various exhibitors. It is said the weekly bill for the transportation of films is about \$1,750. In Johannesburg there is an entire change of program at all of the bioscope houses twice a week, on Mondays and Thursdays, but in most of the smaller towns the program runs one night only, where the demand is for plain, lurid melodrama.

There is a considerable number of bioscope theaters for natives (colored people), and a careful censorship is exercised in respect to the films shown in these theaters. Wild West plays strongly appeal to the colored population, as well as the broad humor of other American films. It is stated, as an interesting fact, that hospitals for the insane are using films for the amusement and distraction of the unfortunate inmates.

Local Views.

In this connection, it is of interest to note that the African Films Trust is shortly expected to be in a position to test the capacity of the South African as a cinema actor, as a first-class producer is coming from America to superintend this feature of the business. In addition, operators have been recently engaged, in conjunction with the safety first committee, in taking underground mining pictures. This film is supposed to possess an educational value in showing how accidents are caused, often through carelessness, and how, with due precautions, these accidents may often be prevented.

At the headquarters of the trust in Johannesburg about 75 people are employed in the various departments in connection with the

processes of distribution, preparation, and repairs. The locally made pictures, such as the Weekly South African Mirror, are here prepared for exhibition.

In relation to the above, it may be stated that a full and comprehensive report on the use of and market for bioscope films in South Africa, forwarded by this consulate, was published in COMMERCE REPORTS on April 3, 1915. Accompanying this was a complete list [file No. 44130] of bioscope theaters in the Johannesburg consular district, with the name and address of the manager in each case. There was also given a list of the principal cities and towns of the district (having over 1,000 white inhabitants) thought capable of supporting bioscopes, together with much other useful information on the subject.

A WEEK'S TRADE IN COPPER.

The imports and exports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan during the week ended September 4, 1915, follow:

IMPORTS.

Countries.	Ore, matte, and regulus (copper content).		Pigs, ingots, bars, plates, and old, etc.	
	Pounds.		Pounds.	
Canada	156,355	\$18,085	1,615,200	\$263,930
Cuba	1,232,000	72,606		
Chile			1,136,000	210,000
Chosen	47,600	4,300		
Total	1,435,955	95,081	2,751,200	473,930

DOMESTIC EXPORTS.

Countries.	Ore, matte, and regulus.		Pigs, ingots, bars, plates, and old, etc.	
	Tons.		Pounds.	
Denmark			360,757	\$67,780
France			1,782,452	315,097
Italy			49,376	11,110
Netherlands			4,524	887
Norway			467,684	69,744
England			1,338,642	241,484
Scotland			4,520	1,368
Canada	460	\$8,956	14,907	4,924
Chile			1,471	425
Peru			1,708	390
Venezuela			403	160
Philippine Islands			6,648	1,523
Total	460	8,956	4,033,092	714,882

CHEESE PRICES IN THE NETHERLANDS.

Consul General Soren Listoe, at Rotterdam, quotes as follows the wholesale market values of farmer-made, full-cream cheese per 50 kilos (110 pounds) in Holland for the months of June and July, 1915: Gouda cheese, \$19.30 to \$22.51; Edam cheese, \$19.30 to \$22.91; Leyden cheese, \$16.08 to \$17.69. To these prices, however, must be added the commission, cost of delivery to stores, and sundry small expenses.

PROCEDURE OF ITALIAN CIVIL COURTS.

[Consul Jay White, Naples, June 22.]

That portion of the Italian Code of Civil Procedure pertaining to the execution of judgments obtained in foreign countries reads:

Article 941. The Court of Appeal has power to enforce execution of judgments issued by foreign tribunals, but an examination is necessary by which the court must ascertain (1) if the foreign sentence was issued by a competent judge; (2) if the defendant was regularly represented or legally absent; and (3) if the foreign sentence contains any statement against Italian law.

In other words, an American has the right to put into execution in Italy the award of an American court, but the Italian Court of Appeal must ascertain that he has followed American rules of procedure in calling the defendant before the judge to answer to the claim presented against him. To do this, the plaintiff must present before the Court of Appeal the American law (or a legal extract of the same) containing the rules of procedure followed in the United States when a creditor asks judgment against a debtor; and he must also show that he has followed exactly American rules and regulations and that the judgment he has obtained against the debtor is legally perfect in his country. The Italian Court of Appeal has the right to ascertain if the legal formalities, according to American procedure, have been exactly followed, but has not the right to examine into the merits of the case.

Procedure in Commercial Matters—Court Costs.

That it is easier and less expensive to start a lawsuit before the proper tribunal in Italy than it is to present a foreign verdict for the formal examination by the Court of Appeal, as above mentioned, is the opinion of Francesco Montefredini, a Naples advocate, who has courteously furnished the data presented in this report. With relation to the Italian procedure in commercial matters, Mr. Montefredini states:

When the sum involved is more than \$300 the competent authority is the Tribunal, composed of three members. The Tribunal and the Court of Appeal decide every question of right. In case the Court of Appeal, in issuing sentence, has made an improper interpretation of some articles of the laws, the plaintiff has the right to present a claim to the Supreme Court or Court of Cassation. To present this claim he must make a deposit of \$30 to the Government Treasury. If the Supreme Court finds that the Court of Appeal has erred in the application of the law it cancels the judgment of the Court of Appeal and remands the action to another Court of Appeal for definitive action.

It is difficult to say what is the cost of a lawsuit in Italy. (1) All documents must be legalized at the offices of the Government. The fees for this legalization are of two kinds. If the documents are ordinary letters one must pay \$0.50 for each letter, but if the documents are declarations of debt one must pay a proportional tax, namely, 1, 2, or 3 per cent, according to the form of contract contained in the document. All documents issued in foreign countries must be viséed by an Italian consul and also by the Minister of Foreign Affairs at Rome. (2) The sentences of the Tribunal and of the Court of Appeal are subject to a tax in favor of the Government according to the judgment given. (3) All the defense must be submitted to the Tribunal or to the courts written on special paper, the cost of which is \$0.75 per sheet of four pages. Further, a copy must be given to the other party to the suit, and the cost of the paper is the same. Other explanatory defenses may be printed as an ordinary booklet. (4) Each party must have a solicitor or lawyer or barrister.

Attorneys' Fees Fixed by Law.

There is a legal tariff of fees for solicitors and lawyers. The attorney in an ordinary lawsuit, where no difficult or intricate legal questions are discussed, is

entitled, as his honorarium, to about 1 per cent of the money involved before the Tribunal, about 2 per cent before the Court of Appeal, and about 1½ per cent before the Supreme Court, with a minimum (fixed) fee of \$20 before the Tribunal, \$40 before the Court of Appeal, and \$30 before the Supreme Court. It is forbidden by law in Italy to agree with the client for a percentage of the money involved. A contract of this kind does not hold good.

During July, August, September, and October only urgent cases are handled. In the ordinary course a lawsuit before the Tribunal takes 8 or 9 weeks; before the Court of Appeal, 9 to 10 weeks, and perhaps more.

FIRE INSURANCE IN CANADA.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 30.]

Fire insurance risks in Canada at the end of 1914 totaled \$3,448,-606,887, an increase of \$296,000,000; gross cash premiums totaled \$35,902,838, an increase of nearly \$800,000. Of these premiums \$16,487,549, or nearly 50 per cent, went to British companies, while \$11,176,142, or about one-third, went to American companies, the remainder—\$8,239,147—being the amount obtained by Canadian concerns.

Reinsurance and return premiums totaled \$8,355,958, as compared with \$9,342,295 for 1913. The net loss to all companies was \$15,357,-389, as compared with a loss of \$14,601,148 in the previous year. These losses in 1914 were made up as follows: American and other foreign companies—incurred, \$1,772,160; paid, \$1,538,308; British companies—incurred, \$7,981,818; paid, \$7,796,480; Canadian companies—incurred, \$3,115,119; paid, \$3,022,601.

For the 10 years from 1905 to 1914, losses of Canadian companies increased from \$1,399,065 to \$3,022,601, while those paid by British companies grew from \$3,634,706 to \$7,796,480, and those of the United States and other foreign companies, which in 1905 were \$966,748, grew in 1914 to \$4,538,308. The gross amount of policies, new and renewed, last year was \$3,099,452,177, as compared with \$2,925,200,553 in 1913. Of the 1914 total, United States and other foreign companies secured \$1,087,711,865, British companies \$1,398,-200,985, and Canadian companies \$663,539,377.

The following figures show the total net cash premiums in Canada in 1914: United States and other foreign companies, \$8,772,188; British companies, \$13,710,942; Canadian companies, \$5,063,750; total, \$27,546,880.

The United States companies' chief assets are \$8,213,737, invested in bonds and debentures. They hold no real estate, and their total assets in Canada amount to \$10,354,106. Assets of the Canadian companies total almost \$17,559,644. Bonds and debentures occupy first position. They amount to \$6,883,614; loans on real estate to \$3,169,250; and stock to \$2,147,452. Agents' balances and premiums outstanding amount to \$2,038,550. Total liabilities of these companies, not including capital stock, amount to approximately \$7,928,106. The total assets in Canada of British fire insurance companies amount to \$35,950,145. The largest item in these assets is loans on real estate, totaling \$14,695,586, and these companies hold real estate valued at \$2,837,100.

CONTINENTAL SUBSTITUTES FOR ABSORBENT COTTON.

[Consul General Julius G. Lay, Berlin, Germany.]

Although several firms in Germany advertise that they manufacture substitutes for absorbent cotton, such substitutes are not generally sold to the retail trade nor can they be obtained at every drug store.

Since the present European war began the demand for cotton substitutes has increased. The high prices of cotton and the possibility that they may soar higher have caused many experiments to be made with paper pulp and cellulose materials. The substitutes so far produced are generally much cheaper than cotton, but their sale has been retarded by the fact that they do not possess all of its good qualities.

"Lignin" Has Large Sale in Berlin.

The only substitute for absorbent cotton that has found a large sale in Berlin is the Zellstoff-Watte "Lignin" sold by Fritz Seyffert, Barbarossastrasse 32a. This particular substitute is made of pure pine cellulose and can be commercially produced much cheaper than absorbent cotton. It is chiefly used to stop bleeding. It is claimed that it absorbs blood better than cotton, but it can not compete with that fiber as a dressing for a wound. Physicians state, however, that "Lignin" serves very satisfactorily as a second dressing.

Mr. Seyffert states that "Lignin" is made according to a secret process. The following prices are quoted: In 50-kilo (110.23-pound) lots, 76 pfennigs per kilo (8.20 cents per pound); in 100-kilo (220.46-pound) lots, 74 pfennigs per kilo (7.99 cents per pound), and 200 to 300 kilo (440.92 to 661.39 pound) lots, 72 pfennigs per kilo (7.77 cents per pound); f. o. b. Berlin. "Lignin" is sold in sheets measuring 13.78 by 23.62 inches and in packages weighing 8.82 pounds or in rolls weighing 2.20 pounds each.

[Consul Emil Sauer, Goteborg, Sweden.]

Two Swedish Firms Make Cellulose Wadding.

There are two firms in Sweden (so far as this office was able to ascertain) that manufacture cellulose wadding from chemical wood pulp for dressing wounds. These are the Frovifors Bruks Aktiebolag, Frovi, and the Stora Kopparbergs Bergslags Aktiebolag, Falun. The latter is in the consular district of Stockholm.

The wadding is prepared in very thin sheets—like tissue paper, but crimped—and in general appears to be manufactured in the same way as tissue paper. This consulate was not able to secure details regarding the processes of manufacture, as these are held secret. The Frovifors Co., however, expressed a willingness to sell its process to an American firm.

[Consul Augustus E. Ingram, Bradford, England.]

Bog Moss as a Surgical Dressing.

A recent article in the Yorkshire Post described in a very interesting manner the collection in Westmoreland fells—it also is found on the Yorkshire moors—of the bog moss *Sphagnum cymbifolium*, which is of great value as a surgical dressing. The moss is permeated with minute tubes which in a natural state hold water eight or nine times the weight of the plant, so that when it is dry it is one of the most absorbent materials known.

It is antiseptic, soft, light, and cool. As very little preparation is necessary before use if it is carefully gathered—for it has only to be sterilized and placed in flannel bags—it is a very economical dressing. It has for some time been used in hospitals in this country and before the war was supplied from Germany. In German towns it is said to be a common sight to see country women with big baskets of plants going into chemists' shops to sell or exchange their goods.

Method of Preparation.

The moss is easier to pick over if the water has not been wrung from it; but, plucked in handfuls—the strands 6 and 7 inches long coming away with no particles of soil about their roots—it should be spread on the rocks or preferably on nearby bushes so that the air can get at it from above and below. In a few days it becomes perfectly dry and bleached white. It is then packed in clean cotton sacks, and though they are usually a yard long and over a foot wide they weigh only 3 to 4 pounds each. Later it has to be picked over to remove all bits of grass, bracken, rushes, etc., and is then tightly packed in sacks or sheets and sent off to be sterilized.

The Post's article referred to a pamphlet recently circulated by the British Board of Agriculture [a copy of which will be loaned to those interested by the Bureau of Foreign and Domestic Commerce or its branch offices; ask for file No. 65663] in regard to the cultivation and collection of medicinal plants in England, from which it is seen that for many years the main source of British drugs has been mid-Europe, particularly Germany and Austria-Hungary.

MAXIMUM FOOD PRICES IN THE NETHERLANDS.

[Commercial Attaché Erwin W. Thompson, The Hague, Aug. 25.]

Holland fixes maximum prices for most foodstuffs. The August list contains the following, reduced to American cents per pound:

Commodities.	Cents per pound.		Commodities.	Cents per pound.	
	Whole-sale.	Retail.		Whole-sale.	Retail.
Wheat flour:			Butter:		
Bolted.....	3.77	4.73	110-pound kegs	25.45	.....
Unbolted.....	3.18	4.00	Smaller lots	26.36	29.19
On Government flour card		2.45	Cheese:		
Wheat bread:			Edam standard.....	15.27	20.91
White.....		4.36	Skim milk.....	6.55	10.00
Brown.....		3.72	Sugar, granulated	8.82	10.00
On Government bread card		2.18	Salt.....		1.63

ORANGE-CROP OUTLOOK IN SEVILLE DISTRICT.

[Consul Wilbur T. Gracey, Seville, Spain, Aug. 15.]

The general prospects of the orange crop of the Seville district are normal, the heavy rains of last winter having benefited the trees, and a full medium crop is looked for. [The 1914 Seville crop was estimated at 25,000,000 sweet and 66,000,000 sour oranges; in 1913 the yield was 30,000,000 sweet and 70,000,000 of the sour variety.] The flowering of the trees was satisfactory.

MACHINERY FOR EXHIBIT IN BUENOS AIRES.

[Special Agent J. A. Massel.]

During a recent stay in Buenos Aires an opportunity occurred for visiting the Industrial School of the Nation. This is a technical institution established for the purpose of giving the proper theoretical and practical training to young men desirous of becoming competent to manage and direct industrial and construction work. The studies are divided into four branches, and there is a course of six years, four of which are devoted to theoretical studies and two to practical training in the various shops of the school.

To provide for this latter there has been established a foundry, a machine shop, a carpenter shop, an electrical workroom, a laboratory, and a special railroad material showroom, all fully equipped with working models and sections of every description. Besides these there is a separate museum of working models in mechanical, electrical, and other lines, with exhibits of pumps, engines, and almost every other class of appliance.

An American visitor observes with some surprise, on visiting this well-stocked plant, that the great bulk of the machine tools in the shops, and practically all the working models and samples in the museum, are of European make, with German predominating, while hardly any of them are from this country. This, it is explained, is due to the fact that all of the models, as well as many of the tools in use, were provided by the manufacturers without cost to the school. Just before the European war broke out, it is stated, a group of German manufacturers offered to provide a complete equipment of modern tools for the shops, provided that the school would eliminate all not of German make.

When it is considered that this institution is attended by about 550 students, and that the exhibits are inspected by thousands more every year, it is easy to see how much foresight the European manufacturers have shown in supplying the needed materials and implements, and how they have benefited by it in practice. The exclusion of American makes is not the result of prejudice, for the school authorities are willing to give special space to exhibits from this country; and the present is the time to take advantage of their offer, which furnishes an excellent and unusual medium of advertising.

These exhibits are given to the school, which arranges for getting them through the customs free of charge, and pays the expenses of their installation. It is desirable to have models of machinery fitted with electric motors for use with a 220-volt continuous current in order to exhibit them in actual operation. It is also useful to have models of complicated machinery accompanied by diagrams showing the internal construction. Classes of machinery which would be particularly acceptable are internal-combustion motors, refrigerating machinery, which is coming into extensive use in Argentina, and equipment for an hydraulic laboratory, for which space has been reserved and which is to be built in the near future. The installation of the latter would of course have to follow the plans already laid out. A project for a hall containing a special exhibit of agricultural machinery is also under consideration.

[Lists of the various classes of machinery, tools, and materials which are at present actually owned by the school, and of those which

it would be desirable to secure, have been received by the Bureau of Foreign and Domestic Commerce and will be loaned on application. Refer to File No. 750.]

SUGAR EXPORTS FROM JAPAN.

[Extract from Japan Chronicle of July 6, by Consul General George H. Seidmore, Yokohama.]

Not only are Japanese exporters of sugar to China now exempt from any bad effects of the anti-Japanese boycott in China, but are materially benefiting therefrom. On the outbreak of the anti-Japanese movement, toward the end of March, Chinese dealers in sugar in Shanghai organized themselves into two opposing groups, northern and southern. The northern group resolved upon dealing solely in Hongkong sugar, to the absolute exclusion of Japanese sugar, and threw all manner of obstacles in the way of the southern group. The result was a complete stoppage of exports to China of Japanese sugar in April and May. Taking advantage of the scarcity of Japanese sugar on the Shanghai market, dealers belonging to the northern group pushed their sales as hard as they could, with the inevitable result that their stocks entirely ran out, while there was no hope of obtaining any large supply of Hongkong sugar.

At this psychological moment a fresh demand sprang up on the Shanghai and adjacent markets. The majority of the members of the northern group seceded and, going over to the side of the southern group, laid in stocks of Japanese sugar almost irrespective of quotations. For the last month, therefore, there has been a remarkable activity in exports from Japan; the Dai Nihon Seito Kaisha is said to have exported as much as 200,000 bags, while forward contracts for close on 100,000 bags were made elsewhere for August and September delivery at 12 yen (\$5.976) per bag, a figure unprecedentedly high. But for the anti-Japanese boycott, which eventually entailed extraordinary conditions on the China market, forward transactions would have been in the neighborhood of 9 yen (\$1.482). As it is, the market continues in an upward direction.

AMERICAN COAL FOR DANISH NAVY.

[Consul General E. D. Winslow, Copenhagen, Aug. 20.]

The Danish Navy has just received 2,600 tons of American steam coal from the Atlantic coast. This shipment is an experiment, and if the coal equals the Welsh coal in its steaming qualities and present conditions continue in England more business may be expected. The coal was laid down in Copenhagen c. i. f. at about 55 shillings (\$13.38) per ton.

The importation of American coal depends solely on its quality and c. i. f. price. Heretofore the great fuel exporter to this Kingdom has been England, and Danish importers are now looking about for new sources of supply. Two Copenhagen firms [whose addresses may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices by referring to file No. 65741], wish to know the quality of coal offered and its c. i. f. price in Copenhagen.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Peanut oil, No. 18298.—A firm in New York requests this bureau to place it in touch with American crushers of peanut oil. The firm is in the market for a large quantity.

Enameled tinware, antique copper work, etc., No. 18299.—A firm in New Zealand is desirous of communicating with American manufacturers of enameled tinware, antique copper work, celluloid, gelatin, or other decorative and good advertising material suitable for hanging in rooms and public places.

Washing machinery, No. 18300.—A firm in Spain informs an American consular officer that it is desirous of establishing commercial relations with American manufacturers of washing machinery. References given. Correspondence should be in Spanish.

Cotton gingham and underwear, No. 18301.—A commission agent in Norway informs an American consul that he desires samples of American printed cotton gingham and cheap cotton underwear. Terms and catalogues are desired. If possible 30 or 60 days' credit is requested. Correspondence may be in English.

Cotton and cotton yarn, No. 18302.—An American consul in a neutral country reports that a firm in his district would be glad to correspond with American dealers in raw cotton or cotton yarn.

Glass-making machinery, No. 18303.—An American consular officer in the Far East reports that a citizen of the Philippine Islands contemplates building a glass factory in a nearby country, and he desires that American manufacturers of glass-making machinery send him catalogues and price lists. Correspondence may be in English.

Steel for pens, No. 18304.—An American consul in Spain reports that a firm in his district manufacturing steel pens is desirous of importing from the United States from 13,228 to 17,637 pounds of steel a year from 0.59055 to 0.98425 inch in thickness and 2.12598 to 3.1496 inches in width. The firm will make purchases on its own account, and prices should be quoted for the goods delivered in Barcelona. Correspondence should be in French or Spanish.

Leather belting, No. 18305.—An American consular officer in Switzerland reports that an importer and dealer specializing in American machinery desires to extend his connections in America, and requests that he be put in touch with manufacturers of leather belting for machinery. The inquirer is willing to act as agent or purchase outright. Catalogues and quotations indicating the lowest export price and time of delivery are requested. References given. Correspondence should be in English.

Field glasses, No. 18306.—A jeweler on the East African coast informs an American consular officer that he desires names and addresses of American firms supplying prismatic field glasses.

Vacuum bottles, No. 18307.—A contractor in India desires to obtain catalogues and price lists from American manufacturers of vacuum bottles. It is advisable to ship cash against documents either in American port or through a bank in India. Correspondence should be in English.

Chemicals, No. 18308.—A large chemical manufacturer in Switzerland would like to receive quotations f. o. b. shipping point or c. i. f. Marseille on large quantities of the following: Formaldehyde, caustic potash, alum, hyposulphite of sodium, calcium bichromate, permanganate of potash, oxalic acid, naphthalin, phosphate of sodium, carbonate of potassium, sodium sulfide, sulphate of aluminium, tartaric acid, and citric acid. Correspondence may be in English, German, or French.

Nigrosin, No. 18309.—A consular officer in Norway reports that a well-established firm wishes to communicate with American exporters of nigrosin for use in the manufacture of shoe polish. The goods must be of a deep, black color.

Electrical goods, No. 18310.—A business man in Spain wishes to act as representative for American manufacturers of all kinds of industrial electrical machinery, scientific apparatus for doctors and surgeons, etc. He advises that he is prepared to pay cash with orders. Correspondence should be in Spanish.

Fine mechanical tools, No. 18311.—An American consul in Switzerland reports that a business man in his district is desirous of communicating with American manufacturers of fine mechanical tools. Catalogues and lowest export prices are desired. References furnished. Correspondence should be in English.

Ice-making machine, No. 18312.—An American consul in India reports that a physician desires to purchase an American ice-making machine for his mission hospital. Machines capable of working under hard conditions and with water containing a high percentage of mineral matter, especially salt, are advisable. Catalogues and price lists are requested. Correspondence may be in English.

Copper, No. 18313.—A report from an American consular officer in Spain states that a business man wishes to secure one sheet of red copper 4.90 meters long, 1 meter wide, and 13 millimeters thick. One-half sphere of red copper 0.75 meter radius and 18 millimeters thick, and 1 cupola of red copper 1.50 meters in diameter and 13 millimeters thick. The copper must be guaranteed chemically pure, as it is to be used for a grease-distillation apparatus. A diagram accompanies the report, and it may be examined at the Bureau or its branch offices. (Refer to file No. 65518.) Correspondence should be in Spanish.

Universal geared scroll chucks, No. 18314.—An importer of American machinery in Switzerland desires to communicate with American manufacturers of universal geared scroll chucks—combination and independent, for lathes. The importer will act as agent or purchase outright. Catalogues and price lists are solicited. References given. Correspondence should be in English.

Cigarette and match-making machine, No. 18315.—An American consular officer in Spain reports that a local firm is in the market for several automatic machines for the manufacture of cigarette boxes and match boxes. Bank references given. Correspondence should be in Spanish.

Electrical supplies, No. 18316.—A firm in Spain is anxious to communicate with American manufacturers of electrical supplies, such as electrical lamps, switches, shade holders, and small apparatus. It wishes to make purchases on its own account or to do business on a cash basis. References given.

ABNORMAL PRICES FOR RAILWAY TIES IN ENGLAND.

It is believed by many railway authorities in Great Britain that the present abnormal prices for sleepers will be maintained for at least one or two years before sleepers again reach the normal range of quotations. This is a statement just issued at Ottawa from the Canadian Government trade commissioner in London. His report is published in great detail in the September 6, 1915, number of the Weekly Bulletin of the Department of Trade and Commerce, Ottawa.

Pitch-pine sleepers have lately been sold f. a. s. American ports for about 75 cents each, and the delivered cost c. i. f. English ports during the past three or four months has been \$1.50 to \$1.75 each.

[A list of importers of railway ties in England may be had from the Bureau of Foreign and Domestic Commerce; refer to file 57508. Exhaustive details concerning the railways of the United Kingdom will be found in the Railway Yearbook, price 75 cents, issued by the Railway Publishing Co., 30 Fetter Lane, Fleet Street, London, E. C.]

MINERAL PRODUCTION IN ALBERTA.

[Consul Samuel C. Reat, Calgary, Alberta, Canada, Aug. 18.]

Although no copper is produced in the Province of Alberta at present, six copper claims, estimated as being worth \$1,000,000, have been acquired near Eldon Siding, between Banff and Laggan, by the Alberta Copper Co. According to assays made at the Trail smelter, the ore deposits show 13.64 per cent of copper and some gold.

The company has just completed a road from Eldon Siding to the mine, 3 miles distant, including a 200-foot bridge over the Bow River. As the mine is 3,000 feet above the Canadian Pacific Railway track, in the very side of the mountain, there will be no need for hoisting and the mine can be worked comparatively cheaply. The manager of the company states that the only equipment that will be purchased at the present time is an aerial tram. Within a week or two it is the intention of the company to start operations with 8 or 10 men, increasing this force as the work may develop.

Copper is not the only mineral to be found in this territory. The company also claims to have a vein of lead and silver close to the copper mine, while prospectors in that vicinity assert that gold deposits have been found. The land is all taken up for miles around. In 1914 the total production of gold in Alberta amounted to only 48 ounces, valued at \$992.

Official Statistics of Province's Output.

The Department of Mines of the Dominion Government at the request of this office gives the following statistics of the mineral production of Alberta for 1914:

Products.	1913		1914	
	Quantity.	Value.	Quantity.	Value.
Gold.....ounces.....			48	\$992
Coal.....tons.....	4,014,735	\$10,418,941	3,683,015	9,350,262
Natural gas.....M feet.....	7,174,490	1,079,466	7,172,157	1,214,670
Cement.....barrels.....	956,169	1,947,933	641,395	1,212,342
Clay products.....		893,408		462,199
Lime.....bushels.....	465,250	115,355	290,252	58,331
Sand-lime brick.....number.....	15,464,905	176,794	5,453,000	40,721
Stone.....		156,984		60,272
Other products.....		265,165		275,315
Total.....		15,054,046		12,684,234

The value of the mineral production in all Canada in 1914, according to revised statistics, was \$128,556,268, as compared with a total output valued at \$145,634,812 in 1913.

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COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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ADDITIONS TO DUTCH EMBARGO LIST.

[Telegram from American Consul General, Rotterdam.]

The following products have been added to those the exportation of which from the Netherlands is prohibited: Flax waste, suitable for the manufacture of yarns; steel wire and manufactures thereof; raw zinc and manufactures of which zinc is the principal component material; crude shellac; iron of all kinds; walnut wood; potatoes and certain fresh vegetables; medical and optical instruments of all kinds; cast-iron waste; iron profiles; steel for tools; yarns and manufactures thereof suitable for military use; mutton. The embargo on zinc plate has been raised.

SWISS TOYS FOR AMERICA.

In Switzerland the toy industry has recently been developed to a considerable extent. Various organizations in different parts of the country have joined hands with a view of increasing its efficiency and of encouraging and facilitating the exportation of its products. Important orders have already been filled for France and England. Some firms alone have produced hundreds of new models in wood and in pasteboard and more are being added daily. The industry is now in a position to take care of a large foreign demand and to supply much of the needs of the United States.

The new Swiss Foreign Trade Bureau Metropol, Börsenstrasse 10, Zürich Stand, Zürich (see (COMMERCE REPORTS for Aug. 26, 1915) has prepared lists of reliable manufacturers, is ready to put buyers in communication with the producers, and holds itself at the disposal of those anxious to form connections in this field. A collection of catalogues and samples will shortly be established there.

Additional information and addresses of Swiss manufacturers of toys, as well as of musical instruments of all kinds, may now also be had from the Legation of Switzerland in Washington, D. C., which

has declared its willingness to assist American importers in securing the needed articles.

The Legation has furnished to the Bureau of Foreign and Domestic Commerce sample lithographed sheets of soldiers of all the belligerent countries, which may be seen on application to the Bureau. These pictures of soldiers are for pasting on wood for the amusement of children, and will no doubt have a large sale in the United States.

DREDGING OF "TOWN CUT CHANNEL," BERMUDA.

[Consul Carl R. Loop, Hamilton, Aug. 20.]

Two steam dredges, the property of the Bermuda Government, are now engaged in deepening, widening, and improving the "Town Cut Channel," leading into the excellent harbor of St. George. The specifications require that when the work is completed the channel shall be 26 feet deep at mean low water and 120 feet wide. It is expected that the undertaking will be finished in November, 1916. The first steam vessel passed through the channel July 22, 1915, the ship being the *Corona*, a small passenger boat of about 110 gross tons and about 7½ feet draft.

Through the enlargement of this channel the town of St. George hopes to regain something of the ascendancy it lost when the capital was removed to Hamilton in 1810. However, unless the channel is enlarged beyond the dimensions of the present enterprise it will not be available for large seagoing vessels, and it is not believed that the accommodation of smaller vessels will have any appreciable effect on the relative importance of the two municipalities.

It is thought that the enlargement of the channel will have a considerable effect on the coaling trade, since St. George is a coaling station of some importance. About 9,000 tons of coal was imported in American bottoms during the first five months of 1915. Some of these vessels were compelled to discharge parts of their cargoes into lighters or to sail with only partial cargoes, in order to be able to enter the harbor. A number of American steamers calling for repairs and bunker coal have been obliged to anchor in an open roadstead. The opening of the new channel will doubtless greatly facilitate the sale of coal to shipping.

[The complete report on this subject, together with a map showing the progress of the dredging, will be loaned by the Bureau of Foreign and Domestic Commerce to interested persons. Refer to file No. 65723.]

CIRCULAR TO THE HEMP TRADE.

The Bureau of Insular Affairs at Washington is in receipt of the following cablegram from the Governor General of the Philippine Islands:

During August, 1915, Government fiber inspectors inspected and stamped 83,765 bales abaca as follows: A, 401; B, 964; C, 2,570; D, 4,854; E, 9,338; S-1, 2,737; S-2, 2,580; S-3, 937; F, 12,034; G, 3,348; H, 2,691; I, 11,978; J, 11,645; K, 8,796; L, 13,245; M, 5,156; strings, etc., 1,073. During last month Government fiber inspectors inspected and stamped 3,617 bales manila as follows: 1, 144; 2, 1,946; 3, 1,401; D, 128.

ENGLISH EFFORTS TO INSURE WHOLESOME MILK SUPPLY.

[Consul Augustus E. Ingram, Bradford, Aug. 24.]

At the time the milk and dairies act of 1914 was passed an effort was made to have a provision inserted for certified milk, but as that effort failed the National Clean Milk Society, 2 Soho Square, London, was formed, its objects being to raise the hygienic standard of milk and milk products and to educate the public as to the importance of a clean and wholesome milk supply. That society is now working to introduce the score-card system of dairy-farm inspection, such as is now being used in the United States. The system has been adopted by the city of Bradford.

Another matter that is receiving attention by the British Board of Agriculture is the formation of milk recording societies. So far the dairy farmers have not fully appreciated the value of milk records, and, according to the report issued for the period ended last March, only 16 societies had been formed throughout the country. The board hopes, however, that the certificates of the milk yields that they propose to issue will enhance not only the value of the cows to which they relate but the progeny also, and that the possession of the Government certificate of a good milk record will be, in the course of time, eagerly sought after.

[Consul Ingram sent with this report copies of three reports on "Cost of food in the production of milk," published by the University of Leeds, and an article on "Economical rations," from the Yorkshire Observer of July 31, 1915. These will be loaned by the Bureau of Foreign and Domestic Commerce. Refer to file No. 65691.]

ALGERIAN BRIER ROOTS FOR PIPE MAKING.

American consular invoices for several years have shown shipments from Algeria of an annual average of \$100,000 worth of brierwood to the United States. The British consul at Bone, Algeria, mentions that an industry was established there about four years ago by an American firm for utilizing the roots of the "bruyere," or white-heather bush (*Erica arborea*). These are cut into the rough forms of tobacco pipes, called "ebauchons" in French, and the quantities sent away amounted to 342 tons, which represent between 5,000,000 and 6,000,000 of the rough forms. To produce this quantity an immense tonnage of roots was required, because very often, owing to cracks and other faults, only one rough pipe is found in a fair-sized root. This industry is an immense advantage to the country, as it tends to remove quantities of brushwood which otherwise are simply a danger to the forests and can only be got rid of at a very great expense. It can, however, only be carried on where water is plentiful, as it is necessary to keep the roots thoroughly damp from the moment they are drawn from the soil until they are cut into the rough forms and boiled. However, seeing the vast district covered with forest, the consul adds that it would appear that there is an opening for capital in the hands of an intelligent young man willing to work.

The United States imported during the fiscal year ended June 30, 1914, a total of \$250,385 worth of brierwood, ivy, and laurel root, while during the year just closed—June 30, 1915—the total imports reached \$306,892.

VISIT FROM CHAMBER OF COMMERCE IN HOLLAND.

A projected tour of the United States by representatives of the re-organized American Chamber of Commerce in Amsterdam, now known as the American-Export Chamber of Commerce, is announced. The Bureau of Foreign and Domestic Commerce is informed that the visitors will arrive some time in October, and will remain in this country about three months. They come with the double object of extending the membership of the organization in this country, and calling to the attention of boards of trade, chambers of commerce, manufacturers' and merchants' associations, individual firms and corporations, and any persons interested in the export trade of the United States, the opportunities that the Netherlands presents as an export center, especially with reference to the new and changed requirements resulting from the present war.

The committee from Amsterdam has asked for the cooperation of the bureau in conducting its campaign in this country, and has received from the bureau assurances of active assistance in the arrangement of the itinerary of the representatives, and for appointments and meetings in the various cities that they desire to visit.

The visitors will be received in the principal cities of the East, the Central West as far as Chicago, and the South as far as New Orleans. In meeting the business men of these cities, they will present, by means of slides and films, Amsterdam's facilities for handling foreign trade. The purpose of the organization is to maintain headquarters at Amsterdam, consisting of suitable rooms where books and magazines, pamphlets, and papers relating to all world business will be kept on file, so that commercial travelers, firms, and corporations can, at any time, receive information, free of charge, as to business openings, the best routes of travel, and anything that will be of benefit to them in their trade abroad. It is planned to exhibit trade and stock exchange reports, and to keep the addresses of individuals and firms desiring to open correspondence with the view of establishing business connections.

Details of all these features of the work of the Amsterdam office will be presented during the numerous meetings and conferences that are to be held in this country, and to make the campaign as effective as possible the Bureau of Foreign and Domestic Commerce offers to arrange to place this committee in touch with representative business men and organizations desiring to confer with the visitors. The latter have made a special study of plans for readjusting disturbed business relations, so that their lectures and addresses and private talks, it is believed, will be not only of special importance to business men, but also of general interest to the public. The support of the American-Export Chamber of Commerce at Amsterdam is to be derived from membership fees, and persons, firms, or corporations interested in its objects are eligible. Its year-book, recently issued, says of the plans of the reorganized body:

It is planning to make Amsterdam the center from which American advertising can be done. In its building, which will practically be a commercial museum, catalogues of American exporters will be classified and explained, so that any visitor can immediately obtain free information concerning American industries. The work of this chamber will be further enlarged, and it will interest itself in extending business relations all over Europe. Every American

commercial traveler in Europe would do well to inform this chamber as to the nature of his intended visit, in order that plans can be worked out and prepared so as to help make his visit a success. The chamber will maintain associate offices in all parts of Europe under its direction.

NEW TELEPHONE SERVICES FOR TIEHLING AND KAIYUAN.

[Consul General P. S. Helntzleman, Mukden, Manchuria, Aug. 5.]

The Chinese at Tiehling have long been aware that by improving the means of communication between the police stations the operations of brigands might be curbed; also, as the existing telegraphic service cost the merchants heavily, even though their requirements were not met, they hoped that the telephone system, once installed at Tiehling, might be gradually extended to Mukden on the south, to Fakumen on the west, and to Kaiyuan on the north. This plan enlisted the general support of the military, police, mercantile, and educational circles, who agreed to bear a share in the funds required and asked the prefect to sign a contract on their behalf. A contract was signed July 24, 1915, for the purchase of more than 60 telephones, a switchboard, and about 70 miles of telephone wires, at the price of \$6,500. A Japanese firm at Changchun is supplying these goods, which are coming from Osaka.

The prefect at Kaiyuan, at the suggestion of the Japanese consul, is carrying on negotiations with the same Japanese firm for the purchase of a telephone installation for Kaiyuan at the same price as for Tiehling.

[Articles on other new telephone installations in China have appeared in *COMMERCE REPORTS* for Apr. 14, June 11, and June 18, 1915.]

AMERICAN TRADE PUBLICATIONS FOR CHINESE GOVERNMENT.

[Commercial Attaché Julean H. Arnold, Peking, China, Aug. 6.]

The Commercial and Industrial Commission of the Ministry of Agriculture and Commerce, Peking, is installing a library of foreign trade publications for the purpose of assisting Chinese importers and exporters in making connections abroad. It is suggested that publishers of American trade directories favor this commission with copies of their publications, and if they can not do so gratuitously, address the commission, stating the character of the publications and the prices at which they can be secured. In this connection it is also suggested that American manufacturers furnish the Commercial and Industrial Commission with copies of their catalogues. The commission will also appreciate receiving complimentary subscriptions to American trade journals.

The Chinese people are very friendly inclined toward the United States and things American, and undoubtedly substantial results will accrue from sending American trade publications to the Commercial and Industrial Commission of the Ministry of Agriculture and Commerce, Peking, for the use of this commission in the development of the trade of China.

It is reported, writes Consul General E. D. Winslow, of Copenhagen, under date of August 19, that the loss to the Danish merchant marine through mines and torpedoing amounts to \$1,000,000.

CONSUMPTION OF WHEAT FLOUR IN BRAZIL.

[Ambassador Edwin V. Morgan, Rio de Janeiro, Brazil, Aug. 9.]

Mr. Lincoln Hutchinson, the commercial attaché of this embassy, has prepared a memorandum regarding wheat flour in Brazil, which shows that whatever injury Argentine interests have suffered is due rather to the development of a protected home industry than to an increase in American business resulting from the 30 per cent preferential tariff rebate that Brazil gives to American flour.

It was deemed advisable to send Mr. Hutchinson's memorandum to the American embassy in Buenos Aires. Mr. Hale, the commercial attaché there, prepared an article on the data that Mr. Hutchinson had supplied, which appeared in *La Prensa* on July 24. This article was inserted in the *Jornal do Commercio* of this city on August 3, it being believed that the reproduction of an article from a Buenos Aires paper would be more efficient in its effect than a publication emanating from this embassy.

Following is a translation of Mr. Hale's article in the *Prensa*, which was reproduced in the *Jornal do Commercio*:

It is interesting to note the steady advance in the consumption of wheat flour in Brazil, because wheat has not been cultivated in that Republic to any extent, and therefore flour has had gradually to displace the better-known bread made from mandioca, or cassava, which is indigenous to the country.

Up to the present practically all wheat has been imported, and a certain amount of flour, although the mills in Brazil have been steadily increasing their output of flour made from imported wheat.

Statistics of Imports and Home Production.

Statistics show the following figures, quantities being given in kilos (kilo=2204.6 pounds):

Years.	Imports of wheat flour.	Home production of flour from imported wheat (flour 65 per cent wheat).	Total consumption.
	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>
1904.....	131,000,000	126,000,000	257,000,000
1905.....	141,000,000	139,000,000	280,000,000
1906.....	154,000,000	151,000,000	305,000,000
1907.....	170,000,000	161,000,000	331,000,000
1908.....	151,000,000	169,000,000	320,000,000
Total	747,000,000	746,000,000	1,493,000,000
1910.....	159,000,000	206,000,000	365,000,000
1911.....	159,000,000	217,000,000	376,000,000
1912.....	190,000,000	248,000,000	438,000,000
1913.....	170,000,000	285,000,000	455,000,000
1914.....	124,000,000	246,000,000	370,000,000
Total	812,000,000	1,206,000,000	2,018,000,000

Analyzing these figures, there is indicated the proportions of flour supplied by direct importation and by home production from wheat.

Years.	Imported flour.	Flour produced in Brazil.
	<i>Per cent.</i>	<i>Per cent.</i>
1904.....	52.9	47.1
1905.....	50.4	49.6
1906.....	50.5	49.5
1907.....	51.4	48.6
1908.....	47.2	52.8

Years.	Imported flour.	Flour produced in Brazil.
	<i>Per cent.</i>	<i>Per cent.</i>
1910	43.6	56.4
1911	42.3	57.7
1912	43.4	56.6
1913	37.4	62.6
1914	35.0	65.0
Period 1904-1908	50.0	50.0
Period 1910-1914	40.2	59.8

The consumption, therefore, in Brazil has increased from an average of 298,600,000 kilos per annum for the period 1904-8 to 403,400,000 kilos per annum for 1910-14. This increase in the annual consumption, which equals 104,800,000, has been supplied: (1) By an increase of home production of flour of about 90,000,000 kilos per annum, and (2) by an increase in imports from the United States of about 15,000,000 per annum.

Brazil's production of flour is increasing and is now about 50 per cent larger than importation. Since the 1904-8 period this home production has increased seven times as fast as importation. The Brazil industry of flour making seems to be well protected and will undoubtedly be further developed, while this relatively decreasing demand for imported flour has been and will continue to be easily met by the supplies from the United States.

CHAMBER OF COMMERCE FOR ALL NEW ENGLAND.

[Commercial Agent F. L. Roberts, Boston, Sept. 7.]

About two weeks ago the Boston Advertiser started publishing a series of articles showing the need for and value of a commercial organization that would serve all New England, eliminating sectional jealousies which now exist, and providing a medium through which the business interests of New England could act as a body on national and local questions. The initial step toward the formation of such a chamber was taken at a meeting of the New England Association of Commercial Executives early in September, when the plan was heartily indorsed, and it was voted that the members should submit the proposal to their respective boards of directors.

In an address before this meeting G. A. Copeland, of the Advertiser, pointed out the wide field that lay open to the activities of such an interstate organization. He drew attention, among other things, to the fishing schools maintained by Japan, and to the fact that during the decade 1902-1912 Japan doubled its marine catch and increased by 80 per cent the treated marine products. He suggested that a similar system of fishery training in New England might prove equally advantageous. He referred to the instruction in the language and business methods of Russia that, through the instrumentality of the chambers of commerce of Nottingham and Birmingham, has been introduced in the commercial schools and colleges of those sections of England. Persistent publicity, cooperation between business and the Government to secure better educational facilities and to create permanent trade exhibits, State legislation, and the maintenance of a bureau of information, were other suggested lines of activity open to a coordinated New England commercial body.

It is not planned to do away with any of the existing trade organizations, but merely to unite and supplement their efforts and to act in matters not within the scope of a single State chamber.

COW-TESTING RESULTS IN CANADA.

[Consul G. Russell Taggart, Cornwall, Ontario, Sept. 1.]

For the purpose of encouraging and assisting farmers to keep records of the quantity of milk produced by each cow, so that the profitable ones may be distinguished from the unprofitable, dairy-record centers have been established in Canada under the jurisdiction of the Dairy and Cold-Storage Commissioner.

According to the report just issued by the Canadian Minister of Agriculture for the year ended March 31, 1915, 35 of these dairy-record centers were in operation in 1914.

The report states that the activities connected with this cow testing consisted of—

(a) The publication of popular bulletins and circulars on the subject; (b) the frequent preparation of short articles for the press dealing with various aspects of the work and citing specific cases of increase in milk yield as a result of systematic testing; (c) addresses given by the recorders, provincial supervisors, and members of the headquarters staff; (d) personal visits to farmers by recorders; and (e) a very extensive correspondence.

Average Production of Milk Notably Increased.

The results are, according to the report, that "the average production of milk in Canada has been increased by 1,000 pounds per cow since this work was started. With over two and a half million cows in Canada, the value of the total annual production is thus increased by at least \$25,000,000, and the work is only just begun."

One of these dairy-record centers has been operating in the Cornwall district, and the report of the recorder concerning the results in 1914 has just been made to the Cornwall Cheese Board. The recorder states that the work has been most successful, and that increasing interest is being taken by the dairy farmers in the betterment of their herds and in the improvement of their milk supply.

Statistics Obtained in Cornwall District.

The recorder reports the following comparisons, giving the average, highest, and lowest production of the animals of the different ages tested:

Two-year-olds.—The average production of the 2-year-olds was 4,430 pounds milk and 170.3 pounds fat.

The lowest production of milk was 2,515 pounds, by a scrub Holstein. The lowest amount of fat was 95.1 pounds, by a scrub Ayrshire.

The highest amount of milk was by a pure-bred Holstein, which produced 7,994 pounds. The highest amount of fat was 315.7 pounds, by a pure-bred Holstein.

Three-year-olds.—The average production of the 3-year-olds was 4,718 pounds milk and 181.5 pounds fat.

The lowest amount of milk was 2,175 pounds, by a grade Jersey, and the lowest amount of fat 91.5 pounds, by the same cow.

The highest amount of milk was 9,999 pounds, by a pure-bred Holstein, and the highest amount of fat 379.9 pounds, by the same cow.

Four-year-olds.—The average production of the 4-year-olds was 5,058 pounds milk and 195 pounds fat.

The lowest production of milk was 3,375 pounds, by a scrub Ayrshire, and the lowest amount of fat 128.5 pounds, by the same cow.

The highest amount of milk was 13,027 pounds, by a pure-bred Holstein, and the highest amount of fat 513.2 pounds, by the same cow.

"Full age."—All cows 5 years and over are in one class, known as "full age," and their average production was 5,689 pounds milk and 212.1 pounds fat.

The lowest production of milk was 2,754 pounds, by a grade Jersey, and the lowest production of fat 105.1 pounds, by a scrub Holstein.

The highest amount of milk was 10,235 pounds, by a pure-bred Holstein, and the highest amount of fat was 389 pounds, by a grade Ayrshire.

Average, all ages.—The average production of all cows of all ages was 5,336.8 pounds milk and 202 pounds fat.

RECENT TRADE GAINS IN SOUTH AMERICA.

One of the most influential newspapers of Buenos Aires has recently published an article calling the attention of American exporters to a matter which is of great importance in connection with the present campaign for South American trade and which gives emphasis to much of the comment on faulty trade methods which has appeared from time to time in the publications of the Bureau of Foreign and Domestic Commerce. They point out that as the European conflict is prolonged the United States will probably continue to strengthen and expand the commercial position which the force of circumstances has caused the belligerent countries to abandon. They then continue:

This auspicious situation for American trade, however, will be but transitory if they do not take pains to consolidate these positions in such a manner as will enable them successfully to meet competition in the future. If, on the one hand, circumstances are facilitating the expansion of American trade relationships, they also involve, on the other, contingencies which will have to be faced when the nations at present in arms take up again their commercial and industrial activity.

The position of the United States to-day does not result primarily from their own efforts or initiative, and the present abnormal state of affairs might induce Americans into the error of believing that they have no occasion to sharpen their judgment or to display special commercial aptitude in order to conquer definitively the positions they have obtained. The present situation will be neither lasting nor tenable unless Americans modify their systems of sale and supply, having regard to reciprocal convenience. They ought to model their methods on those of the countries of Europe, offering the same advantages and adapting themselves to the exigencies and the peculiarities of the consumers whom they supply. They need to create an atmosphere which will secure them a preference.

It is finally pointed out that one of the chief obstacles to the permanence of American trade gains in South America when the war is over lies in the fact that the present increases are largely being secured through local European houses as intermediaries, and that, as these are turning to American sources of supply only provisionally, they will naturally, when conditions have again become normal, endeavor to resume their former relationships.

While some of the statements made in this article may possibly be overdrawn, it seems evident that they contain a very considerable amount of truth, and that manufacturers and exporters in this country to whom they apply would do well in giving them consideration.

STATE ENTERPRISES IN AUSTRALIA.

It is reported from Perth, capital of Western Australia, that in the legislative assembly the premier said the State trading concerns made a profit last year of \$100,000. The State steamers showed a loss of \$35,000, the sawmills a profit of \$135,000; though their actual expenditure was \$2,050,000, the receipts being \$1,510,000, there was \$600,000 worth of stock on hand.

HOSIERY AND KINDRED LINES FOR AUSTRALIA.

[Consul General J. I. Brittain, Sydney, New South Wales, Aug. 4.]

In a recent interview a salesman for American houses, who has carefully canvassed the field here, stated that the following lines of merchandise are suitable for the Australian market and are in demand:

Men's Hosiery and Underwear.

Men's cotton half hose to cost from \$0.80 to \$1.75 per dozen f. o. b. factory United States would find a sale here. This class of goods should have each single sock stamped "Cotton, made in U. S. A.," and the boxes or packages should also be stamped in a similar manner.

Cashmere socks at \$1.25 to \$4.50, with and without "clocks," are greatly in demand in Australia. They should be stamped "Wool, made in U. S. A.," or, if containing a percentage of cotton, "Wool and cotton, made in U. S. A." They are usually packed in half-dozen packages, not in boxes.

Popular lines of men's underwear are made of a fabric that resembles the lightest weight cotton knit goods made in the United States. The demand is for two-piece suits (not union suits) with quarter sleeves and ankle lengths. Medium weights are also in demand, but not the very heavy weights used in winter in the United States. Suits should run in quality from the very cheapest up to the best.

Garments for Women and Misses—Infants' Bibs.

The big demand in undergarments for women and misses is for union suits and combination suits in summer weight, cotton woven (or knitted) goods, at \$2, \$2.25, \$2.50, \$2.75, and \$3 per dozen, f. o. b. factory, and should be stamped "Cotton, made in U. S. A." They should all have quarter-length sleeves and be knee length.

Throughout Australia women's lightweight vests are in great demand, and I am informed that there are now fully 100,000 dozen sold in Australia that are made in the United States. New South Wales absorbs 25,000 dozen. These vests should cost \$0.80, \$1, \$1.10, \$1.25, and up to \$1.75 per dozen f. o. b. factory, and be branded "Cotton, made in U. S. A."

There is a good demand for an article made of Turkish toweling or Terry cloth, with some appropriate design woven in the goods. A sample that came from Germany cost 8½ cents each f. o. b. factory. Thousands of dozens are used here. They are about 8 by 11 inches and have ¾-inch fringe along the bottom edge. They are hollowed out at the neck and have two 6-inch pieces of ordinary white tape attached for tying. They are about like the wash cloth on sale in most drug stores in the United States.

Gloves, Piece Goods, and Palm Beach Cloth.

Women's cotton lisle gloves have been sold in large quantities. I have several times been asked if the United States could supply these goods and also the silk gloves that are so largely worn by American women. They are required in all lengths in cotton lisle and in silk lisle and silk.

Piece goods for women have been asked for. One large merchant told me that the goods were supplied from the Continent, but that a shortage is already apparent in this market. I understand there is a

good market for Palm Beach cloth, and that orders have already been taken, as well as for men's Palm Beach suits.

[The address of a Sydney buyer with whom American manufacturers of the foregoing lines might correspond may be had, upon request, from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65440.]

CANADIAN GOVERNMENT'S FRUIT-SELLING CAMPAIGN.

[Consul Felix S. S. Johnson, Kingston, Ontario, Sept. 4.]

Owing to the large crop of Canadian plums and peaches this year, the Dominion Government, through the Fruit Branch of the Department of Agriculture, is conducting an advertising campaign in the daily and weekly newspapers.

It was also proposed to supplement the newspaper advertising with window-display contests in all of the larger cities, for which good cash prizes were to be offered. At a meeting of a representative body of the Retail Grocers' Association and officers of the Fruit Branch this plan for window contests was discussed. Every member of the association expressed willingness to cooperate heartily with the fruit growers and the Agricultural Department in a special effort to sell more Canadian-grown fruit, and stated that it was unnecessary for the Agricultural Department to offer cash prizes in order to induce the growers to make window displays.

It was suggested that the money which was to have been offered for prizes be used in newspaper advertising. The Agricultural Department has acted upon the recommendation of the Retail Grocers' Association.

AUSTRALIA ENCOURAGES INVENTORS.

The State Cabinet of New South Wales, Australia, on August 11 decided to appoint a Patents Investigation Committee to assist in the development of inventions likely to be of general public utility.

The board will consist of a number of public officers expert in various lines of industry under the chairmanship of Mr. Griffith (Minister of Education), whose technical knowledge as an experienced patent attorney will be of considerable assistance to the board.

The board will be divided into a number of subcommittees, covering the various branches of industry, and the different inventions will be submitted to the subcommittee having technical knowledge in the particular line concerned. Any ideas which, after investigation, the board is of opinion are of value to the public will be submitted by it to the various public departments likely to be able to utilize them.

HIGH-PRICED AUSTRALIAN BEEF CATTLE.

[Sydney Morning Herald, Aug. 14.]

Melbourne.—What is claimed to be the highest price ever paid for a butcher's bullock was recorded at the cattle sales at Newmarket yards on Wednesday. A pure-bred Shorthorn bullock 4 years old realized £75 (\$365).

JAPAN'S SALES OF COTTON GOODS TO CHINA.

[Clipping from Japan Chronicle for July 20, transmitted by Consul General George H. Seidmore, Yokohama.]

The authorities have published an interesting table showing the competition between foreign rivals and Japan's chief lines of export in China. It is stated that, according to a quarterly report of the Chinese customs, of imports of cotton yarn and cloths from January to March, 1915, Japanese goods were the largest in quantity, all descriptions showing an increase over the figures for the corresponding period of last year—20 per cent in cotton yarn, 24 per cent in gray shirtings, 26 per cent in sheetings, 68 per cent in figured cloths ("aya momen"), and 20 per cent in T-cloths. Indian cotton yarn shows a falling off of 13 per cent, and a decrease is also recorded for European and American cotton cloth, while Chinese cotton yarn shows a steady increase, encroaching upon the markets of foreign goods. The following are the details of China's imports during the first quarter of 1915 as compared with the corresponding totals for January-March of last year:

Articles and sources.	Quantity.	Increase (+) or decrease (-).	Per cent.
Gray shirtings:	<i>Pieces.</i>		
Japan.....	44,980	+ 8,756	24
United States.....	175,936	- 473,568	73
Great Britain.....	813,990	- 194,792	19
China.....	27,080	- 2,703	9
Sheetings:			
Japan.....	2,504,466	+ 552,254	26
United States.....	217,443	- 265,778	57
Great Britain.....	50,820	- 124,904	71
China.....	229,324	- 43,164	16
Drills:			
Japan.....	2,704,466	- 68,562	7
United States.....	41,584	- 53,660	56
Great Britain.....	17,106	- 9,736	36
China.....	29,270	- 1,614	5
Figured cloths:			
Japan.....	203,760	+ 141,286	68
United States.....	560	- 4,060	88
Great Britain.....	468,810	- 162,970	26
Holland.....	1,180	- 2,078	64
China.....	160	+ 160	100
T-cloths:			
Japan.....	142,012	+ 28,238	20
Great Britain.....	348,856	- 22,326	6
Cotton yarn:	<i>Pounds.</i>		
Japan.....	48,103,333	+8,001,200	20
India.....	36,783,733	-5,626,000	13
Great Britain.....	24,800	- 185,200	88
Hongkong.....	127,067	- 61,733	39
China.....	23,716,933	+4,117,467	21

It is true that the imports of Japanese cotton drills show a decrease of 7 per cent, but it would be more correct to group these with figured cloths, the increase on the two together being $2\frac{1}{2}$ per cent.

Karachi Firm to Try American Typewriter Supplies.

A trial order for several kinds of typewriter ribbons, carbon, tissue, and typewriter papers, and typewriter oils resulted from the trade-extension efforts of the American consulates at Karachi, India. "It is probable," reports Consul James Oliver Laing, "that further business will develop with this Karachi house, as it has had several local contracts of a semi-governmental nature and several more such contracts on which it has bid are about to be awarded."

OUTPUT OF PIG IRON AT PENHSIHU, CHINA.

[Consul General P. S. Heintzleman, Mukden, Manchuria, Aug. 5.]

It had been previously estimated that the output of pig iron at the Penhsihu Colliery and Mining Co.'s plant for the current year would be 36,000 tons. Of late, however, the average daily output is 120 tons, and at times as high as 147 tons, so the output at the end of the year is expected to surpass the estimated amount.

The company's management has been receiving more orders than it can fill. The superiority of the product is becoming more widely known. The percentages of phosphorus and sulphur contained in pig iron are generally accepted as the criteria for grading its quality. In ordinary cases pig iron contains about .0024 or .005 of phosphorus and sulphur, while Penhsihu iron contains .00038 or .00044, respectively. Ordinary pig iron being quoted at \$17.50, Penhsihu iron is worth about \$35. At Newchwang the selling price is quoted at \$20 per ton, which is \$4 cheaper than Shanghai iron.

Purchases by Japanese—More Importance Attached to Iron Than Coal.

The price being exceptionally moderate, considering the superior quality, the Japanese Navy is purchasing some of the Penhsihu output. The Osaka Iron Works have placed an order for 15,000 tons, while the army arsenal at Osaka recently accepted a tender for Penhsihu iron.

The company has decided to attach greater importance to the manufacture of pig iron than the mining of coal, for the reason that, while the steamer freight on coal is about \$0.0005 per ton per mile, the railway freight thereon is about 10 times as great, and the company, having no railway of its own to transport its output of coal to the seaboard for export, is not in a position to compete with the Fushun coal of the South Manchuria Railway Co.

[An article on iron-mining activity in South Manchuria was published in **COMMERCE REPORTS** for Sept. 2, 1915.]

COMMONWEALTH STORES IN AUSTRALIA.

A dispatch from Melbourne says that one of the features of the report recently presented to the Australian Postmaster General on the working of the post office by Mr. M'Anderson, the financial expert who is now investigating the affairs of the various departments of the Commonwealth, is the recommendation for coordination among the various departments of the Commonwealth in the purchase and handling of stores. The digest of a scheme for this purpose has been prepared by the Director General of Works (Col. P. T. Owen), and it is understood that its main point, with certain modifications, met with Mr. M'Anderson's approval. A further proposal, in addition to those outlined in Col. Owen's scheme, is that, instead of separate stores all over Melbourne, Sydney, and other capital cities, the stores for all departments should, as far as possible, be under the same roof and under the control of the same officer. It is proposed to attach a permanent head to the new stores department, to be called secretary for stores, and, further, to attach the department to the Federal Treasury.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 2621.—Sealed proposals will be received at the Office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until September 23, 1915, for furnishing and delivering at the United States Penitentiary, Atlanta, Ga., electric wiring, metal lath, furring, corner beads, sanitary trim, and plastering materials for the bath, laundry, and tailor-shop building, in accordance with specifications, which may be obtained from the above office.

Construction work, No. 2622.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until October 14, 1915, for the construction, complete (including mechanical equipment and approaches), for the post office at Logan, Ohio. Drawings and specifications may be obtained from the custodian of the site at Logan, Ohio, or at the above office.

Cement, No. 2623.—Sealed proposals for cement will be received at the United States Engineer's Office, second district, Portland, Oreg., until October 7, 1915. Further information upon application to the above office.

Construction work, No. 2624.—Sealed proposals will be received at the office of the Lighthouse Inspector, Tompkinsville, N. Y., until September 30, 1915, for furnishing labor and materials for erecting a third story and permanent roof of reinforced concrete on carpenter shop at the General Lighthouse Depot, Tompkinsville, N. Y. Blank proposals and particulars may be obtained from the above office.

Levee work, No. 2625.—Sealed proposals will be received at the United States Engineer's office, Queen and Crescent Building, New Orleans, La., until September 28, 1915, for constructing about 1,093,400 cubic yards of earthwork in the Lower Tensas and Atchafalaya levee districts. Further information on application.

Panama Canal supplies, No. 2626.—Sealed proposals will be received at the office of the General Purchasing Officer of the Panama Canal, Washington, D. C., until September 24, 1915, for furnishing by steamer, free of all charges, on dock at either Colon (Atlantic port) or Port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama the following articles: Wrought-iron or steel pipe, cast-iron pipe, steel boiler tubes, steel tubing, chain, locomotive driving-wheel tires, dust guards for journals, grip nuts, twist drills, journal jacks, steel hand trucks, platinum wire, air-brake hose, flax packing, putty knives, window glass, crash toweling, and fish oil. Circular No. 966.

Construction work, No. 2627.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until October 19, 1915, for the construction complete (including mechanical equipment and approaches) of the United States post office at Norton, Va. Drawings and specifications may be obtained from the custodian of the site at Norton, Va., or at the above office.

Forage, flour, and seed, No. 2628.—Sealed proposals will be received at the office of the General Supply Committee, Auditors' Building, Washington, D. C., until October 6, 1915, for furnishing the executive departments and independent governmental establishments, during eight months of the current fiscal year, from November 1, 1915, to June 30, 1916, inclusive, with forage, flour, and seed. Blank forms of specifications and instructions to bidders will be sent to the address of all manufacturers and dealers on the present mailing list, and will be furnished to others upon application to the General Supply Committee.

Battleships, No. 2629.—Proposals for constructing by contract two battleships Nos. 43 and 44, will be received at the Navy Department, Washington, D. C., until November 17, 1915, when they will be publicly opened. A circular of requirements for said vessels is now ready, and plans and specifications for their construction will be ready September 20th for distribution among prospective bidders. Forms of proposals and contract may be had on application to the department after September 30, 1915.

Construction work, No. 2630.—Sealed proposals will be received at the Treasury Department, United States Coast Guard, Washington, D. C., until October 4, 1915, for the construction of a boathouse and accessories at the Oswego Coast Guard Station, Oswego, N. Y. Specifications and drawings, form of proposal, etc., and final information can be obtained upon application to the superintendent, tenth district, Coast Guard, Buffalo, N. Y., the keeper, Oswego Coast Guard Station, Oswego, N. Y., or to the Washington office.

Dredging, No. 2631.—Sealed proposals will be received at the United States Engineer's Office, Jacksonville, Fla., until November 8, 1915, for the construction and delivering steel hull $3\frac{1}{2}$ and 7 yard dipper dredge or for leasing such machine subject to purchase. Further information on application.

NEW WATER MAINS FOR HOBART, TASMANIA.

[Consul W. A. Bickers, Hobart, July 27.]

The city of Hobart will be in the market soon for large quantities of material for water mains, as a result of the construction of various works required to make a new reservoir at Ridgeway available for use. While it will be some time before a decision will be reached concerning the sizes and kinds of pipes to be adopted, manufacturers would do well to send quotations as soon as possible, since by the time they can be received in Tasmania the city authorities will probably be ready to purchase the material.

Local buyers prefer price quotations c. i. f. Hobart, but if difficulty is experienced in this, prices c. i. f. Sydney or Melbourne should be given. All quotations should be directed to the "Water and Sewerage Committee," Hobart, or to J. C. Ross, City Engineer, Hobart.

[The complete report by Consul Bickers, containing a detailed account of this work written by the city engineer, will be loaned upon application to the Bureau of Foreign and Domestic Commerce. Refer to file No. 65205.]

CONTRACT FOR STEEL BRIDGE IN CANADA.

[Consul General Frederick M. Ryder, Winnipeg, Manitoba, Sept. 3.]

The contract for building the superstructure of the railway bridge over Smoky River, Alberta, for the Dominion, Dunvegan & British Columbia Railway has been awarded to the Dominion Bridge Co., Ltd., and the material will be fabricated in this company's Winnipeg establishment, which is one of the largest and best equipped west of the Great Lakes. The bridge will consist of two 86-foot deck plate girder approach spans, six 120-foot deck spans, and one 125-foot through truss span which will span the main channel of the river, the steel in the superstructure weighing nearly 1,200 tons. This is one of the most desirable bridge contracts ever given out in the west. The concern has only recently completed the erection of a similar bridge for this railway over the Athabasca River.

BUSINESS OUTLOOK IN COSTA RICA.

[Special Agent Garrard Harris.]

Information has just been received which indicates that the business outlook in Costa Rica is now much more favorable than for some time past. Neither the drought nor the invasion of locusts which had been feared have occurred, and trade has recovered in large measure from the demoralization that followed the outbreak of the war. It is a favorable time for American exporters, who are in position to offer moderate lines of credit to houses of established responsibility, to secure permanent and desirable customers.

AUSTRALIA NEEDS GRAIN SACKS.

American manufacturers of cotton bags have become interested in supplying for export containers for Central American coffee, Cuban sugar, etc. An opening seems to be created by the diversion of jute and hessians for war purposes. American cotton bags might readily take their place. The Sydney Herald of August 14 calls attention to the need for grain sacks to handle Australia's record wheat crop, the statement reading:

At Tuesday's meeting of the jute trade, held in the chamber of commerce, it was resolved "That the jute trade of New South Wales protest against any Government interference in the matter of the supply of corn sacks, as the trade will provide all the sacks which are necessary for the coming harvest." The resolution is reassuring, more especially as Mr. Fisher, in his budget speech, estimates that the land in the Commonwealth sown to wheat this year is approximately 13,500,000 acres. On that acreage a 10-bushel to the acre crop would amount to 135,000,000 bushels and would require 150,000 bales of sacks to bag it, while an 8-bushel to the acre crop would total 108,000,000 and would take 120,000 bales of sacks to deal with it. A cablegram received yesterday from Calcutta, however, stated that Indian exporters estimated that Australia had bought only 100,000 bales and that stocks in second hands were not large and probably did not amount to more than 3,000 bales or 4,000 bales. The market was firm and buyers of September shipment were offering 7s. 3½d. (\$1.77) c. i. f. Mills had retired pending the final arrangements with regard to the British Government's requirements of war bags. In view of the assurance given by the Sydney merchants, the Calcutta estimate is most interesting. There was a fair demand yesterday for sacks, and prices were generally unchanged. August-September shipment was offered at 7s. 4d. (\$1.78) ship's slings and at 8s. 4½d. (\$2.03) net to rails. Three parcels of September shipment, totaling 250 bales, were sold to Melbourne houses at 7s. 4d. (\$1.78) ship's slings, Melbourne. A quantity of July shipment was cleared to a Sydney buyer at 7s. 2d. (\$1.75) slings. The woolpack market continued extremely weak. Spot stocks were to be had at 2s. 10d. (\$0.69) net, while supplies ex the steamer now discharging were offered and sold at 2s. 9d. (\$0.67) net to rails. There was no inquiry for bran bags, and a parcel could have been secured at 7s. (\$1.70) net to rails.

WHEAT PRICES IN SASKATCHEWAN.

[Consul John A. Gore, Regina, Saskatchewan, Canada, Sept. 3.]

The harvesting of wheat, the principal product of this Province, is progressing satisfactorily, the weather being clear and cool. About 75 per cent of the wheat grown in this Province has already been harvested, and thrashing has commenced. A few cars of new wheat have gone forward on the price basis of about 95 cents per bushel, f. o. b. Fort William, Ontario, the eastern wheat shipping port for western Canada, thus yielding to the shipper a net price of about 83 cents per bushel in Saskatchewan. The estimated production for this year's crop is calculated at 123,000,000 bushels for the entire Province.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 622 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

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HEARING ON CONFECTIONERY "COUNT" GOODS.

A public hearing will be held in Washington on October 9 by the United States Bureau of Chemistry upon the subject of the marking under the net-weight amendment to the Food and Drugs Act of the quantity of the contents, when in package form, of that class of confectionery known in the trade as "count" goods. The hearing will be held at 10 a. m. October 9, 1915, in room 427, Bieber Building, 1358 B Street SW.

CRUDE-OIL SHIPMENTS FROM MEXICO.

[Vice Consul Thomas H. Bevan, Tampico, Sept. 1.]

More crude oil was shipped from Tampico, Mexico, to United States ports during August this year than during any month since January, 1914. This increase is due largely to the ever-increasing demand for Mexican oils. During August 1,281,593 barrels were shipped to United States ports and one shipment of 70,444 barrels went to Balboa, in the Canal Zone, making a total of 1,352,037 barrels. During the same month last year 680,042 barrels were shipped to the United States, which is very little over a half of this amount shipped during last August.

Of the amount shipped to United States ports during August, 181,199 barrels went to Sabine, Tex., 180,274 to Galveston, Tex., 173,092 to Baltimore, Md., 167,000 to New York, N. Y., 136,424 to Port Arthur, Tex., 98,215 to Lynchburg, Tex., 87,382 to Port Tampa, Fla., 66,757 to New Orleans, La., 49,986 to Freeport, Tex., 36,718 to Providence, R. I., 36,546 to Port Aransas, Tex., 25,000 to Warner, N. J., 24,000 to Norfolk, Va., and 19,000 to Texas City, Tex.

Since the first shipment of oil from Tuxpam made by the Penn-Mex Fuel Co. on March 26, 1915, this company has moved its general offices from Tampico to Tuxpam and started shipping oil on a large scale. Owing to the fact that this oil is loaded at sea through 8-inch sea-loading lines, the tankers can load to their maximum

capacity, which gives a great advantage over Tampico, as ships here can load only to 21 or 22 feet, according to the discretion of the pilot, and must sail on high tide. The companies loading oil from Tuxpam also escape the payment of bar dues, which at Tampico amount to 10 cents Mexican gold per metric ton, which is equivalent to 5 cents American currency.

The Penn-Mex Fuel Co. during August shipped from Tuxpam 221,438 barrels to New York and 110,410 barrels to Baton Rouge, La., besides one shipment of 48,500 barrels to Campana, Argentine Republic.

The Compania Mexicana de Petroleo "El Aguila" S. A. made the following shipments from Tuxpam to United States ports during August: 142,305 barrels to New York; 236,837 to Philadelphia, Pa.; 58,456 to Baltimore, Md.; 61,608 to Galveston, Tex.; and 28,000 to New Orleans, La. In addition, a shipment of approximately 100,000 barrels was made to Rio Janeiro, Brazil, and 360,000 barrels to the company's refinery at Minatitlan, in the State of Vera Cruz.

The total amount shipped from this consular district to United States ports during August amounted to 2,211,091 barrels, of which 1,352,037 went from Tampico and 859,054 from Tuxpam.

GERMAN METHOD OF CIRCULATING SAMPLES.

[Consul W. Roderick Dorsey, Tripoli, Libya, Aug. 10.]

A German exporter of brushes employed a practical and economical method of supplying samples for the use of his representatives in this part of the world before the war.

At intervals the local agent would receive a case stocked with specimens numbered to correspond with quotations in the company's price list. These he was requested to use in booking orders, to keep them as long as necessary to canvass his clients, but not to detain them unduly, and then to forward them at manufacturer's expense to an agent in some near-by port.

The local representative found it easier to sell from these samples than by catalogue, the customer had the satisfaction of seeing what he was buying in advance, and the exporter with but a modicum of the expense of a visit from a commercial traveler had given, approximately, the same service. Having become familiar with the line through samples clients placed further orders by numbers and were shown new designs when exporter and agent thought it wise to send the sample case around again.

ACTIVITY IN CUBAN SUGAR INDUSTRY.

[Special Agent Garrard Harris.]

On a recent visit to a large machinery manufacturing plant it was learned that they were running 24 hours a day, turning out sugar-mill equipment for Cuba. Most of this is of the first grade, and represents heavy investments, and the concern has more orders than it can fill. It is stated that the antiquated machinery in many Cuban centrals is being very generally replaced with up-to-date makes, while some new mills are being opened. Business is excellent, and a general feeling of optimism prevails.

CONDITIONS IN BRADFORD WOOL MARKET.

[Consul Augustus E. Ingram, Bradford, England, Aug. 19.]

A meeting of the Wool Trade section of the Bradford Chamber of Commerce has recently been held to consider the difficulty which has arisen in connection with the accumulation of wool. It is said that the storage capacity in Bradford is already filled and that the situation is aggravated by the inpouring of the British clip. At Hull there is room, in the King George Dock, for probably 10,000 bales. At Manchester the Ship Canal Co. is said to have storage capacity for 60,000 to 70,000 bales, and it is reported that if Bradford importers and traders will guarantee a portion of their business for two or three years the canal company will provide all the necessary accommodation the West Riding of Yorkshire needs.

At the meeting of the Chamber of Commerce it was stated that motor haulage was obtainable for bringing wool from Manchester to Bradford at a rate lower than railway charges, and it seems as if Manchester at present offers the best solution. The erection of a large public warehouse at Bradford, owned and controlled by the municipality, has been suggested, and it is believed by many that it would be a paying enterprise.

In regard to the general trade, the fashions for women's suitings for the autumn are said to be very largely of a plain character, blue serges predominating. The demand for men's suitings has been chiefly for plain cloths in blues and grays. The local press reports the sale of a large amount of American serges for women's wear, and states that never before in the history of the trade between the two countries has anything like this quantity of piece goods been shipped from the United States to England.

BIG GAIN IN CANADA'S SALES TO UNITED STATES.

[Consul Henry S. Culver, St. John, New Brunswick, Sept. 8.]

Canada's trade with the United States for the three months ending with June, 1915, showed an increase, according to the latest available statistics, of \$34,746,172 over the corresponding period in 1914. Imports from the United States had a value for the quarter under review of \$71,840,407, or \$12,319,287 less than in April-June of the preceding year; but the gain in exports from the Dominion to the neighboring Republic (the value rising from \$41,642,980 to \$88,708,439) was sufficient to offset this decline and give a net increase, as stated, of \$34,746,172.

From all countries Canada imported goods to the value of \$99,794,976 in the three months ended June last (\$128,843,347 worth in the second quarter of 1914), and exported to all destinations \$172,851,892 (\$84,265,048 in 1914). During the same period the trade of the port of St. John totaled: Imports, \$2,041,025 (\$2,493,364 in April-June, 1914); exports, \$24,455,626 (\$5,661,320 in the corresponding quarter of last year).

In the first six months of the current year the United States furnished 14.2 per cent of the total imports (exclusive of specie and Government stores) into the Union of South Africa, contrasted with 9.3 per cent in January-June, 1914.

COMMERCIAL FUTURE OF THE OSTRICH.

[Consul E. A. Wakefield, Port Elizabeth, South Africa, Aug. 8.]

A question under serious consideration by farmers and produce merchants of this district is the commercial future of the ostrich industry. While opinions are naturally very divided, there is no questioning the fact that the present outlook is anything but favorable.

About two years ago ostriches and feathers reached the highest values generally since the ostrich has been domesticated for feather production. On one occasion prize feathers sold in the Port Elizabeth market at about \$550 per pound. Prize feathers are those taking first prize at the annual show of the Port Elizabeth Agricultural Society, and the extreme prices obtained are based upon sentiment and are not to be considered as representing real values. Fancy breeding birds have sold at \$10,000 per pair.

Present Values.

This market is again depressed after a slight revival lasting two or three months. At present prices, or anything approximating them, the ostrich is not a paying proposition. While the local market has shown spasmodic signs of renewed activity, there has been no real demand except from America.

As accumulated stocks and recent pluckings were placed on the market in large quantities, this demand was soon supplied, and for the last two weeks sales have practically ceased. The prices to-day are about as low as they ever have been and are away below the cost of production.

Present prices for good-grade, unsorted wing feathers range from \$14.50 to \$19.50; low-grade, unsorted wings, \$6 to \$12; tails, \$1.20 to \$3.10; body feathers, 75 cents to \$2.50. It should be remembered that the prices quoted are for unsorted parcels only. Unsorted parcels consist of pluckings taken from the particular portion of a bird designated (wings, tails, or bodies) and placed on the market without being sorted or separated into their various grades.

Cost of Production.

It has been estimated by experienced feather producers that the ostrich which is kept on lucerne grounds, fed with corn when necessary, and carefully looked after in other ways must produce \$20 at each clipping in order to pay an ordinary profit on the money invested.

The ordinary veldt ostrich, which is required to find its own food on the veldt and in the bush with herd-boy supervision, should produce \$7.50 per plucking. Birds are plucked three times in two years.

Great Decrease in Birds.

The principal ostrich sections of South Africa have recently been afflicted by a most severe drought, which has caused a serious shortage of food and water. As the prevailing feather prices during the past year have been too low to pay for feeding ostriches, many farmers have given them no attention whatever. All available lucerne was bought up by the Government for use during the campaign in German Southwest Africa at remunerative prices. The present winter (June and July) has so far been the coldest for many years.

In addition to all these drawbacks there has been little breeding during the last year or year and a half. As a result of drought,

lack of food, neglect, and cold weather it is estimated there are to-day only one-half as many birds as there were one year ago. Such a statement would ordinarily seem incredible. It was repeated so frequently that this office started a personal investigation of near-by sections.

From inquiries made it seems almost certain that of the 800,000 or more birds which ostrich farmers owned not more than one-half are alive to-day. Not only does this seem to be the case, but as it takes three years for an ostrich to reach full maturity for plucking purposes (they are, of course, previously plucked for "chicks" and "spadonnas"), there is no prospect for any increase in numbers.

Present Feather Stocks—Advertising Project.

There are considerable stocks now held in London which were purchased a year or more ago, just prior to the slump in prices, and have been held ever since in anticipation of a return to former high prices. Naturally these feathers are not improving in condition. There are fairly good stocks in New York, part of which are already sold, and the balance are being marketed with reasonable dispatch. Stocks here are unusually low (there are ordinarily heavy stocks here throughout the year), and most of those which have been held back for months by the farmers were sold during the recent market sales.

At a recent farmers' association meeting one of the proposals for placing the feather trade upon its former basis was for the Government to impose an export duty of 25 cents per pound upon ostrich feathers until \$100,000 or more had been raised, which was to be expended in advertising feathers. There is little probability of any such proposition being adopted.

Port Elizabeth exports and comparative prices follow :

Year.	Pounds.	Value.	Average price per pound.
1913.....	510,864	\$7,314,500	\$14.00
1914.....	386,257	3,213,400	8.40
1915 ^a	274,996	632,000	3.40

^a Five months only, January, May, inclusive.

Future Production—American Trade.

While the present disturbed state of affairs lasts it may be that the present supply will be sufficient to meet the demand for a time. If the decrease in birds has been greater than stated—according to some claims this is the case—or if the same policy of neglect is continued, there may be a tremendous shortage in ostrich feathers in the near future.

This season's pluckings will demonstrate the present productive possibilities better than any theory. Just now neither producers nor dealers are anticipating anything like normal stocks as regards quantity. The quality is expected to be of fair average.

Direct shipments to the United States have been slowly but steadily increasing in proportion each year and should be encouraged in every possible way. In all such shipments the European middleman is eliminated, his grip on the market is weakened, and direct trade export and import is benefited.

AUSTRALIA'S WOOL TRADE FOR NEW SEASON.

[Sydney Morning Herald, Aug. 7.]

The outlook for the 1915-16 wool-selling season is bright, and everything points to a period of record high prices. Some go so far as to assert that before the close of the season "boom prices" will prevail. This year's clip will be a short one, and it is estimated that the shrinkage in production will amount to anything up to 20 per cent compared with last year's outturn. [See **COMMERCE REPORTS** for Aug. 23 and Sept. 4, 1915.] The drought in the Riverina and the northwest has been very severe and the losses of sheep considerable. In addition, it must be remembered that in all probability only workable wool will be marketable, as until the carbonizing works of Belgium and France are reestablished hurry descriptions will be of little use.

Another factor will be the great scarcity of lambs' wool. Reports indicate that from some centers not a bale of lambs' wool will come forward; and should this prove to be the case the blanket and other manufacturers, who usually take lambs' wool, will be forced to operate on ordinary free wool. In short, with the strong demand which exists in the United Kingdom, together with the growing requirements of the United States, Japan, Russia, France, Italy, and our own Australian mills, operators look forward with every confidence to the opening of the season in Brisbane on September 6.

The New Clip—Control of Supplies.

The new season's clip is beginning to filter slowly into the Sydney stores, but as many sheds did not start shearing until weeks and even months later than last year, some time must elapse before the new wool commences to arrive in any quantity. None of the new wool will be available for sale by private treaty. Instead, it will be held for the opening of the Sydney auctions on September 13.

We agree with the Stock and Station Journal that the difficulties which appeared almost insuperable last season were surmounted very largely as a result of the policy of feeding the market as closely as possible to the margin dictated by the buying capacity of operators, and it would seem that there is just as much, if not more, need now for a careful policy to be formulated in connection with the coming season. Prices are admittedly on a high level, and if wool is rushed on the market indiscriminately it will mean the imperiling of values. The slow, gradual, selling policy of the past season is still the correct attitude for selling brokers to adopt under the peculiar circumstances of the moment.

It is impossible to say what the war developments of the next six weeks will be, but it is not likely that the position will be changed sufficiently to alter the existing demand for wool, and our main customers will probably again be the Bradford buyers, with American and Japanese assistance. That being so, the season must necessarily be another long-drawn-out one, with quantities regulated in keeping with the demand. There will doubtless be much less wool shipped for sale this season, because the element of panic has gone, and the machinery of the trade is moving all the time. There is not likely to be any complete stoppage of sales, so that owners can rest assured of their produce finding a market locally in its proper order

of arrival. Owners must, however, play their part in the proper spirit, and recognize that to adopt the selfish policy of rushing the sales irrespective of the future will jeopardize what should otherwise be a very strong position. The common interests of wool-growers demand that there shall be no departure from the common-sense policy which has achieved such splendid results so far.

Trade Journals Advocate Embargo on Tops.

In view of the unprecedented demand for Bradford tops several of the British trade journals have suggested that the exports of tops from Australia to Japan should be prohibited and the shipments diverted to Great Britain. Thus in a leading article in the *Wool Record*, published at Bradford, the proposal is not only put forward, but urged strongly. "Australia is our own country," says the *Wool Record*; "it has done much for us and can do much more. It is to our interest also to help Australia, and it ought to be seen what the Commonwealth can do for us before we turn to neutrals to buy. England has practically prohibited merino-top exports, because they are all wanted here. Why can not Australia top exports be forbidden except to England? Bradford must have more fine tops. Combing machinery can not turn out any bigger weight; therefore they must be bought from somewhere. Shall Bradford be Australia's customer or that of a neutral?"

The matter is further discussed by the *Wool Record* in its market report:

The uppermost question in the Bradford trade is to obtain a greater supply of tops. Until there is a greater supply prices are not likely to fall a great deal, if any. There are several spinners who have standing machinery, and certainly they would regard an adequate supply as a real godsend. Practically every spinner in the trade is in urgent need of fine tops, and some are held up for want of them. Can not the board of trade take the matter up and direct what Australia is producing to this country? Those who are the best informed candidly state that the combing difficulty is getting worse week by week. We therefore put the question fairly to our readers, as well as those in London, by saying that Australia to-day is producing 4,000,000 pounds of fine tops, all of which are being shipped to Japan. Our Far Eastern ally is not nearly so hard up for tops as England, France, and Russia, and if Australia's output were diverted even for four months to the United Kingdom it would relieve a very acute situation. This can only be done, in our humble opinion, by an embargo being placed upon the export of tops to Japan from Australia, and this can easily be done by our own board of trade acting in conjunction with the Commonwealth Government. This would relieve from October to December at least many a spinner who would gladly pay a current price for merino tops.

Renewal of Federal Bounty on Tops Under Consideration.

Since 1908 a bounty has been paid upon the manufacture of wool tops in Australia, the amount expended by the Commonwealth between that year and 1914 being £56,545 (\$275,175). In the report recently furnished by the Interstate Commission it was stated that the greater portion of this amount had been paid to Messrs. F. W. Hughes & Co. (Ltd.), of Botany. The bounty expires on December 31 of this year, and it is now a question of policy with the Minister for Customs (Mr. Tudor) whether he will recommend to Parliament that it should be renewed for a further period. Mr. Hughes has, during the last few days, waited upon both the Federal attorney general (Mr. Hughes) and Mr. Tudor.

A report on wool tops recently issued by the Interstate Commission included a recommendation directly opposed to the renewal of the

bounty. Another recommendation made by the Interstate Commission was that the protection on woolen yarn should be raised to 10 per cent preference and 15 per cent against the foreigner (the duties now collected are 5 and 10 per cent, respectively). Referring to the matter to-day, Mr. Tudor, while not indicating his intention on the point of renewing the duty, said that he was strongly in favor of promoting the establishment of wool spinning in Australia.

JAPANESE ENAMELED WARES.

[Extract from Japan Advertiser of July 16, by Consul General George H. Schömers, Yokohama.]

The imports of enameled iron wares into Japan is decreasing on account of the progress made in the home-made goods. The largest amount imported was in 1908, when \$35,358 worth was shipped in. But the figures have gradually fallen every year, and the amount of import in 1914 was only \$12,450.

As to the home-made enameled wares, it is explained that they were formerly inferior in workmanship and were for the most part table or cooking wares. It is said that the ware was injurious to public health. The Department of Agriculture and Commerce therefore bought German machinery for the manufacture of the goods about eight years ago and rented them to the Kuwana Enameled Wares Co. This encouraged the manufacture of superior goods. Later on, the Nippon Enameled Wares Co. was established in Osaka, and a number of similar factories have sprung up since then in various parts of the country. The enameled goods now manufactured in these factories are said to be as excellent as German-made goods. The following is a list of the main factories now in existence:

The Enameled Wares Co., Kuwana; the Nippon Enameled Wares Co., and Wada Sohauhi & Co., Osaka; the Tokyo Enameled Wares Co., the Kiyosu Co., Otsuka Jukichi & Co.; the M. I. & Co.; Igarashi & Co.; Nakamura & Co.; and the Nippon Hard Enameled Wares Co., of Tokyo.

No exact figures as to the amount of production of all these factories are obtainable for the present, but it is certain that the industry is making such progress that there will be no more necessity for importing them in the near future. The kinds of goods now being manufactured include for the most part washing basins, rice boilers, tiffin boxes, spoons, pans, name and signboards, indicators, clocks, medical apparatus, plates, and tea-kettles. The Osaka makers are inclined to make goods of larger size and the Tokyo ones those of smaller size.

CHINESE NATIONAL EXPOSITION IN PEKING.

The Chinese Government has undertaken to open an Exposition of Home Products in Peking on October 10, 1915. While domestic articles will be of first importance, the new Chinese Commercial and Industrial Commission has been endeavoring to get foreign firms also to make exhibits which would show to the Chinese the advance made by other countries in commercial and industrial enterprises.

EMBROIDERY INDUSTRY OF TERCEIRA.

[Consul Walter H. Schulz, St. Michael's, Azores, Aug. 16.]

Among the limited industries of the Azores none seems to enjoy better prospects and none has shown greater growth in recent years than the embroidery industry of Terceira, established in 1898 by Otto von Streit. This industry is now employing about 3,000 women and children. The Von Streits are also largely interested in Madeira embroideries and, it seems, were first to appreciate the possibilities of Terceira in this particular field. Since their advent four other Madeira firms have established similar manufacturing agencies in Terceira. Embroideries to the value of about \$100,000 are manufactured and exported annually.

It is said that less than \$50,000 is invested in the industry. No machinery is used; all work is done by hand in the homes. [The attempt to introduce embroidery machinery in Madeira and the subsequent failure of the movement were noted in Daily Consular and Trade Reports for Dec. 24, 1913, and Jan. 19, 1914.] The cotton and linen fabrics are imported from England and Germany, the cotton from the former and the linen from the latter country.

Bright Future for Terceira Wares.

It is hoped that, like Madeira, Terceira will sooner or later have its entire female population engaged in the embroidery trade. The fact that Madeira capital is solely interested in the enterprise would suggest the high estimate placed upon Terceira workmanship and the possibilities of the trade. Undoubtedly the cheap labor obtainable at Terceira had much to do in attracting the Madeira operators. The women and children engaged do piecework and receive less than 12 cents a day for their labor.

In recent years nearly half of the entire product has been exported to the United States, and, there is reason to believe, was retailed there as Madeira goods. [In 1913 the declared value of the embroideries invoiced at the St. Michael's consulate and the agency at Terceira for shipment to the United States was \$41,623; the abnormal conditions prevailing in 1914 reduced these shipments to \$19,146 worth in that year.] About \$20,000 worth is sent to Germany annually, \$5,000 worth to Canada, and \$10,000 worth to Madeira, whence it is reexported. The chief articles of manufacture are embroideries suitable for dresses, towels, napkins, handbags, and handkerchiefs.

It is generally admitted that in quality some of the Terceira articles are equal to the Madeira product, but as is a general thing the finest grades of work are not attempted. Terceira prices are at least 10 per cent cheaper than those of Madeira. That the embroidery made at Terceira, however, is gradually attaining that degree of perfection known at present only to the Madeira product is generally conceded, and it is because of this that a bright future for the industry is anticipated.

A London coal expert thus estimates the cost of "Warwickshire house coal" to the British consumer: Price at mines, \$3.89; freight to London, \$1.52; cost of distribution, \$0.97; merchant's profit, \$0.91; or a total of \$7.29 per ton of 2,240 pounds.

AMERICAN COAL AT THE PORT OF ROUEN.

[Consul Albro L. Burnell, Rouen, France, Aug. 11.]

The European war has reduced the usual sources of coal supply for France almost exclusively to those of Great Britain, and the coal receipts even from the British Isles are at present controlled by abnormal restrictions.

Existing conditions seem to favor the importation of American coal to meet pressing needs and incidentally lay a foundation for sales after the war. Although it is said that any kind of coal can be profitably marketed in France at present, the object of this report is primarily to encourage the establishment of a permanent trade in American coals, which, meeting as nearly as possible the qualities and grades of long-used and competing coals, will by trial under existing necessities demonstrate their adaptability for both present and future consumption.

Only One American Cargo in Recent Years—Quantities Imported.

It has come to the attention of this consulate that a cargo of very hard American anthracite was shipped to Rouen some years ago, which could not be sold here because of its extreme hardness, and which lay for months in stock until a coal strike in the United States offered an opportunity there for its sale at a good profit to the owner. Except for this instance, it is believed that no American coals have been put on this market in recent years, at least.

The importation of coal at the port of Rouen during 1914 amounted to 3,312,000 tons (ton=2,000 pounds), or 137,191 tons more than that of 1913 and about 2,425,000 tons more than a year's importation of 15 years ago. Coal imports of the first six months of the current year amounted to 3,037,783 tons, or 1,101,792 tons more than in the corresponding period of last year.

Before the outbreak of the war considerable quantities of coal were introduced from northern France and Germany, as well as from Great Britain. The coal supply then, as now, was for large industrial and domestic needs of this region and for distribution by the River Seine and its branches, canals, and railways to Paris and other interior cities of the country.

Draft of Vessels—Accommodations of Quays.

The draft of vessels that may enter the port of Rouen is as follows: 17 feet during the entire year; 18 feet during 350 days; 19 feet during 319 days; 20 feet during 265 days; 21 feet during 205 days; 22 feet during 148 days; 23 feet during 86 days; 24 feet during 19 days.

Coal vessels from Great Britain generally bring from 1,500 tons (metric ton=2,204.6 pounds) to 3,000 tons, although a few vessels bring from 5,000 to 6,000 tons, of coal.

The quays can accommodate about 60 vessels at any one time, and 8 vessels at a time may find moorings at the entrance of the harbor, for discharging cargoes.

Cranes at the Port—Freight Rates—Customs Duty.

The port has 40 electric and hydraulic and about 80 steam-operated cranes. The steam-operated cranes are located on pontoons. A few of the floating cranes have a capacity of 3 to 4 metric tons, and two of them have a capacity of 7 tons. The electric and hydraulic cranes

belong to the local chamber of commerce, which is in charge of the management of the port. The chamber of commerce recently decided to acquire six new electric cranes with automatically operated grab buckets, each of 4,000 kilos (8,818.4 pounds) capacity, in view of the increased merchandise tonnage of the port, and particularly for the discharging of coal. The floating cranes are the property of private concerns. At present about 19,000 metric tons of coal are being discharged daily. The cost of discharging coal is now about 2 francs per metric ton.

Prevailing freight rates on coal to Rouen from Newcastle, England, and region, are about 15s. (\$3.65), and from Cardiff, Wales, and region, from 12s. 6d. (\$3.04) to 13s. (\$3.16) per ton.

The duty on coal is 0.12 franc (\$0.02316) per 100 kilos (220.46 pounds) for direct imports; a surtax of 3.60 francs (\$0.6948) is levied on indirect imports of articles not specified (including coal).

The local buying season for coal is from May to October, while the slack season is from January to April. It is believed that Pittsburgh coals would meet local requirements, but they should be shipped as classed coals.

[Consul Burnell transmitted with this report a very complete statement concerning the kinds and classes of coal used at Rouen, their approximate degrees of volatilization and sizes, as well as tables of pilotage charges, port charges, and dues, and a specimen copy of a local ship broker's account of disbursements and charges on the entry and clearance of a steamship laden with 3,160 metric tons of coal. This material will be loaned to interested persons by the Bureau of Foreign and Domestic Commerce. Refer to file No. 65334.]

SUMMARY OF EARNINGS OF GERMAN STOCK COMPANIES.

[Consul General H. W. Harris, Frankfort on the Main, Germany, Aug. 28.]

The Frankfurter Zeitung recently printed a brief summary of earnings of 3,788 German stock companies the business statements of which were made public from August 1, 1914, to June 30, 1915. These statements are referred to as throwing some light on general business conditions. The combined capital stock of their corporations is given at 13,670,000,000 marks (\$3,253,000,000). The concerns showed a net increase of capital stock for the year amounting to \$95,000,000. The total amount written off for depreciation of plants, etc., was about one-half of 1 per cent more than during the preceding business year.

Net profits, as would be expected, showed a falling off, though it is said that under existing conditions the results were highly satisfactory. The average net earnings of the 3,788 concerns are said to have been 11.18 per cent, as against 13.64 per cent during the preceding business year. The average dividend declared was 6.65 per cent, as against 8.86 per cent for the preceding year.

Guadeloupe Has Good Crops but Few Laborers.

The coming sugar crop on the French West India island of Guadeloupe is promising. Vice Consul J. O. Florandin, however, reports a probable shortage of labor, as most of the men are recruited for the French Army. The coffee, cacao, and vanilla crop prospects are also bright in Guadeloupe.

NEW ZEALAND TRADE AFTER A YEAR OF WAR.

[Consul General Alfred A. Winslow, Auckland, Aug. 3.]

On a review of general trade conditions in New Zealand during the first year of the war, it seems clear that this country has been disturbed less than almost any other part of the world, and banking and mercantile interests seem very optimistic. Banks are well supplied with cash, the deposits and balances being larger than for several years and, in some cases, than ever before, and interest rates are about the same as 12 months ago.

Statistics of Foreign Business.

The foreign business of the country has been satisfactory, with an increase in exports and a decrease in imports, as is shown by the following from the New Zealand Herald:

As regards exports, New Zealand has been an undoubted gainer by the war, as statistics show. The exports for the 12 months ended June 30 last were valued at £26,289,705 (\$127,938,849) compared with £24,582,276 (\$119,629,646) during the previous season, an increase of £1,707,429 (\$8,309,203). Import figures are only available for the year ended March 31 last. They were £20,350,229 (\$90,034,389), as compared with £22,309,679 (\$108,570,053) for the previous 12 months, a decrease of £1,959,450 (\$9,535,663). [Conversions in this report have been made at the rate of \$4.8665 to the pound.]

Readjustment of Trade Conditions.

During the year a marked readjustment of the importing business has been brought about, and it is felt that more is to follow. The European supplies are growing less and less, and New Zealand is depending more and more on American imports, supplemented by Canada and Japan. In commenting on this phase of business the New Zealand Herald has the following to say:

In the meantime importers looked elsewhere for supplies formerly obtained from the Continent and difficult to procure from England, and gradually began to obtain them from Australia, Canada, and America. At present traders are described as being in a better position to cope with a general demand than they have been since the war began.

Economy Practiced—Comparative Neglect of Expensive Articles.

The public in general seems to have grasped the situation early, and has been practicing economy until but little is now spent for luxuries as compared with former times. This augurs well for the future. The New Zealand Herald says concerning the economies practiced and some conditions now existing:

While jewelry and fancy goods are less sought for, necessities are selling freely in cheaper classes of goods to the comparative neglect of high-priced articles. Drapers anticipate even greater difficulty in securing supplies, as home manufacturers are engaged in making war clothing, putting aside the regular trade. As to hardware, a most serious condition has arisen, owing to the scarcity of all galvanized goods. Fencing wire and corrugated iron are selling at more than double the usual prices. This rise and scarcity, however, is not felt so much as might have been the case, owing to the slackness in the building trade.

The Outlook—America's Opportunity.

The outlook is good for a reasonably prosperous period in this Dominion, and it would seem that American interests are likely to get the greatest benefit if they will but reach out after it. The shipping facilities are much better now than a few months ago, although

freight rates are high. During the past week two steamers have arrived from the Atlantic coast of the United States through the Panama Canal, loaded with American goods for New Zealand and Australia, and two are due this week with a total tonnage of 25,000. It is now reported that a new line is to be put on between New York and Australasian ports. In reviewing the outlook the New Zealand Herald says:

Tradespeople, discussing the outlook after 12 months of war, look forward to a prosperous season. Producers are obtaining good prices, and markets are assured so long as the sea routes are kept open. The increased exports and the reduction in imports have combined in making money in the Dominion plentiful. Activity in the country during the coming season will assure a corresponding activity in the cities.

NEW GOVERNMENT PUBLICATIONS.

The Superintendent of Documents, Washington, D. C., announces that he received in stock during the week ended September 11, the following new United States Government publications of a business character, which he will sell at the nominal prices affixed:

Converging Lenses, a new method of determining the focal length of, Standards Bureau Scientific Paper 110; price, 10c.

Gas Manufacture, a bibliography of the chemistry of. Mines Bureau Technical Paper 120. A list of books relating to the various branches of gas manufacture; price, 5c.

Tests of Packing Boxes of various forms, Forest Service Circular 214, reprint. Covering material tested, methods of tests, results, with information on nail, wire bound and dovetailed boxes; price, 5c.

Public, Society, and School Libraries in the United States, Education Bureau Bulletin 25, 1915, with combined statistics; price, 25c.

Foreign Students, opportunities for, at the universities and colleges in the United States, Education Bureau Bulletin 27, 1915. An extensive article on the organization of education in the United States and the opportunities offered to foreign students; price, 30c.

Toxicity to Fungi of Various Oils and Salts, particularly those used in wood preservation, Agriculture Department Bulletin 227. Covers experiments on destruction of fungi by oils and salts, especially relating to wood preservation; price, 10c.

Foreign Publications for Advertising American Goods, advertising rates, circulation, subscription price, etc. Miscellaneous Series 10, issued by the Bureau of Foreign and Domestic Commerce. List of advertising mediums in foreign countries arranged alphabetically by countries; price, 25c.

SIAMESE CROP PROSPECTS FOR SEASON 1915.

[Vice Consul Carl C. Hansen, Bangkok, July 27.]

According to the official crop report for the month of May, rice planting was in progress in 16 districts and covered 271,048 acres at the end of the month, as compared with 94,860 acres for 1914.

The rainfall had been fair and the young rice plants were in good condition in nearly all the various districts of the Kingdom, and therefore the general prospects for an average crop are good.

Cotton planting was in progress in May in 5 districts, and during the month 3,384 acres had been planted.

The pepper planting is being extended in the districts of Chanda-buri and Bhuket.

New coconut plantings have been made in Xumbora, Pattani, and Bhuket districts, and the young plants are reported as doing well.

COLOMBIAN MARKET FOR BAGS.

[Consul Ross Hazeltine, Cartagena, Aug. 4.]

Colombia offers an excellent market for fiber bags, which are used as containers for coffee, sugar, flour, tagua nuts, tannic extract, and ipecac. The greater part of this trade has been held by British manufacturers, who maintain traveling representatives in the field. Dundee manufacturers of bags have been especially enterprising and now supply most of the bags used in the coffee trade. Coffee is foremost among the exports and constitutes considerably more than one-half of the total.

During 1914 the imports of fiber bags and bagging (manila, jute, and hemp) into the port of Cartagena were: From Great Britain, \$69,141; Germany, \$5,696; United States, \$1,901; all others, \$35,769; total, \$112,507. The imports for previous years are not available.

Paper bags are not extensively used, except by the best stores in the retail trade. During 1914 the imports of pasteboard and paper bags (so classified in the customs statistics) amounted to: United States, \$3,351; Germany, \$1,367; all others, \$907; total, \$5,625.

Import Duties—Necessity of Sending Traveling Salesmen.

The import duties on paper and fiber bags are:

Item 1319. Paper bags with or without printing, per kilo (2.2 pounds), \$0.03.

Item 1468. Cotton bags, glazed, or of oilcloth, per kilo, \$0.10.

Item 1526. Bags of Manila hemp, coco, jute, ixtle, etc., per kilo, \$0.01.

Item 1492. Bags of hemp, ramie, and similar fibers, tarred or not, with or without paper, and cloth for packing or making bags, etc., per kilo, \$0.01.

Cotton bags are used exclusively by the flour mills. They are generally purchased with printing in Spanish.

Owing to the fact that practically all the coffee exports are shipped to the United States, it would seem that American manufacturers of bags should be able to obtain a much larger share of this trade. However, it will be absolutely necessary to cover the field with travelers, as the British manufacturers are doing. During the past year the local importers of cotton and fiber bags have received two or three visits from European travelers and none from representatives of American manufacturers.

It is practically certain that American traveling salesmen could obtain surprising initial results. The cities of Cartagena, Barranquilla, Santa Marta, Medellin, and Bogota all offer promising opportunities in this line.

The largest local importer buys in large quantities at close margins for cash. It is probable that some of the other firms would make purchases on cash terms.

Correspondence in Spanish—Steamship Service.

Correspondence should always be in Spanish with local firms. Prices may be quoted in American currency. Weights should be set forth in kilos. There is a direct steamship service (American) from New York City to Colombian ports, with weekly sailings. Goods

may also be shipped from New Orleans on through bills of lading, with transshipment at Cristobal or Colon.

[A list of importers of bags and bagging at Cartagena may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65158.]

BURMA PREPARED TO SHIP ORCHIDS.

[Consul Maxwell K. Moorhead, Rangoon, July 31.]

The Agri-Horticultural Society of Burma, Kandawglay, Rangoon, is now in a position to collect and ship orchids to the United States. Owing to the alternating dry and wet and cool and hot seasons, the orchids should be collected during December and January and packed and dispatched from Rangoon during February. Orders should be received in Rangoon not later than November 15. The following orchids can be collected to order, the prices given being for 100 orchids: *Cypripedium bellastulum*, \$16.22; *Cypripedium parishii*, \$11.35; *Cypripedium spicerianum*, \$24.33; *Dendrobium crassinode*, \$16.22; *Dendrobium formosum giganteum*, \$12.97; *Dendrobium chrysotozum*, \$12.97; *Dendrobium fimbriatum*, \$9.73; *Dendrobium nobile*, \$16.22 to \$32.44; *Dendrobium thrysiflorum*, same; *Dendrobium dolhousianum*, same; *Dendrobium wardianum*, same; *Vanda coerulea*, same; *Vanda kimballianu*, \$9.73; *Vanda teres*, \$9.73; *Saccolabium blumei*, \$9.73.

These prices are for good plants. Extra selected specimens of some kinds will be more in proportion to size.

NEWS PRINT SHORTAGE IN ENGLAND.

Several English newspapers call attention to the growing scarcity of paper and notify their distributing agents to revise their orders to avoid "left overs." The United Kingdom in 1914 imported 296,000,000 pounds of newspaper on reels, valued at \$7,000,000, of which 5½ per cent came from the United States and nearly 40 per cent from Newfoundland; also 93,000,000 pounds of paper not on reels, worth \$3,500,000, of which 41 per cent came from Norway and 5 per cent from the United States. British imports of paper during the first half of this year fell off slightly. Increased purchases of American paper on reels was counterbalanced by a decrease in American paper not on reels. Full details of the British paper trade will be found in Special Consular Reports No. 73, "Paper and Stationery Trade of the World," for sale at 50 cents by the Superintendent of Documents, Washington, D. C.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 531 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

Dried or salt codfish, locally called "bacalao," annually imported by Argentina totals 12,000,000 pounds.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Tinplates, No. 18317.—A firm in Switzerland is in the market for tinplates to be used in the condensed-milk industry. Only the best steel coke tinplates are wanted as the boxes to be made therefrom are riveted, not soldered, and must consequently be very pliable. Better coated and softer tinplate is required for the riveting system than for the older system. The firm in question desires to make permanent connections with American manufacturers. Prices and samples are solicited.

Universal milling or cutting and grinding machines, No. 18318.—An American consular officer in Switzerland reports that a dealer in his district is in the market for universal milling or cutting and grinding machines manufactured in the United States. Catalogues and prices are requested, and also time of delivery. He desires to purchase a sample of the machinery first. References given. Correspondence should be in English.

Material for fancy boxes, celluloid, hinges, and snap locks, No. 18319.—A local manufacturer in Spain of fancy and novelty wooden, celluloid, and cardboard boxes is desirous of receiving samples and quotations from American producers of celluloid, small hinges, and snap locks. Quotations should be made, if possible, for goods delivered in Barcelona, and Spanish would best be used for correspondence. Samples and prices accompany this report and may be examined at the bureau or any of its branch offices. (Refer to File No. 65500.)

Umbrella ribs and frames, No. 18320.—An American consular officer in the United Kingdom reports that a well-established firm in his district is desirous of purchasing stretcher and broad stretcher umbrella ribs and umbrella frames of American manufacture. References given.

Machinery for utilizing bones in the manufacture of combs, buttons, etc., No. 18321.—A business man in Chile informs an American consulate that he intends to establish a factory for the manufacture of bone combs and bone buttons, and would like to communicate with American firms manufacturing machinery for the same. Correspondence and catalogues should be in Spanish or German.

Soda-water bottling apparatus, No. 18322.—A man in Central America has requested an American consulate to assist him in securing catalogues and prices on the following accessories for a small soda-water bottling plant: Engine and boiler, 5 to 10 horsepower, gasometer, and carbonator. Prices are preferred c. i. f. Anapala, but f. o. b. New York or San Francisco will be considered. Goods must be insured against breakage and damage. The terms of sale will be cash or the equivalent. Catalogues and correspondence must be in Spanish or German.

Lathes, accessories, and attachments thereto, No. 18323.—A business man in Switzerland requests an American consular officer to place him in touch with American manufacturers of lathes and accessories and attachments thereto. Catalogues and quotations indicating the lowest export prices are desired. References furnished. Correspondence should be in English.

Graphite, No. 18324.—A merchant in Japan informs an American consulate that he desires to sell graphite to American consumers. The graphite is packed in strong casks averaging six to the long ton, and freight at present to New York is about \$16 per ton of 2,240 pounds. The dealer is prepared to supply two or three tons per month for a period of one year. Samples of the graphite are in this country. Further information may be obtained from this bureau.

Coat hangers, cutlery, etc., No. 18325.—A firm in England reports that it is in the market for a quantity of cheap wooden coat hangers, steel cutlery, including knives, forks, penknives and scissors, and also alarm clocks. Manufacturers interested in these inquiries may obtain further information from this bureau.

Ready-made clothing, etc., No. 18326.—An American consular officer in Central America reports that a firm in his district desires to receive catalogues and prices, together with full information as to credit, etc., of men's furnishings and ready-made clothing. Correspondence should be in Spanish.

COMMERCE REPORTS



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CUSTOMS RÉGIME AT TSINGTAU, CHINA.

[Chargé d'Affaires Post Wheeler, Tokyo, Japan, Aug. 18, 1915.]

An agreement was entered into by representatives of the Chinese and Japanese Governments on August 6, 1915, providing for the reopening of the Chinese Maritime Customs at Tsingtau in the leased territory of Kiaochow, which is now under Japanese military administration. The arrangements agreed upon are in all essentials similar to those in force during the German occupancy of Kiaochow. Among the former provisions which have been revived is one authorizing the Japanese Government to retain 20 per cent of the amount of import duties collected, the remainder to be turned over to the Chinese director of customs.

[A copy of the regulations formerly in effect is on file in the Bureau of Foreign and Domestic Commerce, and will be loaned to those interested upon application.]

ENORMOUS CROPS OF LEMONS.

Twenty thousand acres in young lemon trees in California will soon come into bearing and double the domestic supply. The crop for the year ended August 31, 1915, was 6,667 cars, or 132 per cent more than last year. These large increases in production will call for a serious study in marketing the lemon crop of the United States.

The California Fruit Growers' Exchange lemon shippers have organized a company to manufacture by-products from the lower grades of fruit. The plant is under construction and the business will be handled on a cooperative basis, the growers receiving the full returns for the by-products after the cost of operation is deducted. From one and one-quarter to one and one-half million dollars worth of lemon oil, citrate of lime, and other lemon by-products are imported annually into the United States. These products can be manufactured successfully in California from the lower grades of fruit that are not worth shipping, as well as from fruit that demoralizes the markets because of its inferior quality.

CONSTRUCTION WORK ABROAD.**CANADA.**

[Vice Consul G. C. Woodward, Vancouver, Canada, Sept. 3.]

British Columbia Building Permits.

The total value of the building permits issued in British Columbia during the first six months of 1915, as published in the Dominion Labor Gazette, amounted to \$1,413,276, as compared to \$5,948,047 during the same period of the previous year, showing a decrease of \$4,534,771. The following table gives the values according to the place of issue:

	1915	1914
Vernon	\$4,685	\$32,320
New Westminster	35,025	149,667
Vancouver	1,066,796	2,353,242
Victoria	111,640	1,601,465
Prince Rupert	12,600	523,720
North Vancouver	14,832	196,833
Oak Bay	19,400	206,826
Kelowna	120	44,410
Point Grey	90,325	381,594
Kamloops	8,720	84,275
South Vancouver	48,833	145,082
Total.....	1,413,276	5,948,047

[Consul G. R. Taggart, Cornwall, Ontario, Sept. 9.]

New Street Railway Tracks in Cornwall.

Nearing completion in Cornwall is the relaying of the main-track system of the street railway company. About 100 tons of new steel rails, weighing 60 pounds to the yard, have been purchased at an average cost of about \$35 a ton. Most of them were bought from the Canada Steel Foundries (Ltd.), Montreal. The material for inset work, costing about \$2,000, came from Pittsburgh. The Cornwall manager of the street railway stated that rails bought five years ago from the American concern held up so well in front of the office of the company, where there was constant travel, that he persuaded the officers of the street railway company to buy the rails for the inset work again from Pittsburgh. Persuasion was necessary, because the officers were interested in having all the material bought in Canada.

[Vice Consul R. M. Newcomb, Victoria, British Columbia, Aug. 31.]

Patricia Bay Branch of Canadian Northern Railway to Be Completed.

It is announced that the section of the Canadian Northern Railway which is to connect Victoria with the mainland, running from Victoria to Patricia Bay, and thence by ferry to Vancouver, is to be completed and placed in running order without delay.

Construction work on the Canadian Northern Railway has been slow, due mostly to the inability of the managers of this railroad to finance their undertakings. However, it is now stated that a loan of \$11,500,000 has been successfully floated in New York, a portion of which will be available for construction work on Vancouver Island and British Columbia.

Sir William Mackenzie, president of the Canadian Northern Railway has just completed an initial through trip of 2,950 miles on the

Canadian Northern Railway, from Toronto to Vancouver, in 91 hours running time. As soon as the Vancouver Island branch of this railroad is completed, ferry service will connect it with the main line at Vancouver and through service established from Victoria to Toronto.

CUBA.

[Consul Henry M. Wolcott, detailed as vice consul at Habana; dated Sept. 1.]

New Hospitals and Asylums.

Plans have been completed by Government Architect Señor Cabarroca for constructing a modern military hospital at Camp Columbia, Habana, headquarters of the Cuban military forces. It is also planned to construct in each one of the six Provinces of Cuba a modern and well-equipped hospital for the military forces.

An appropriation of \$20,000 has been authorized for a new building at Mazorra, Habana Province, for the Hospital for the Insane of Cuba. The work will be done largely by administration, using such labor as may be available among the patients of the hospital. The building will be equipped with modern sanitary appliances.

The mayor of Habana has approved the project for constructing an asylum for mendicants, the bill having been introduced in the city council by Councilman Vito Candia, and plans for the buildings have been prepared by Architect Lopez Rovirosa.

Proposed Chain of Schoolhouses.

It is stated that the assistant architect of the Department of Public Construction, Señor Cabarroca, is studying plans for 40 school buildings which will be constructed throughout the interior of the Republic. It is understood that the construction work will be of cement and brick. The buildings will be of one story, and will be especially dedicated to the use of the poor children of the country districts; who are at present not well provided for.

The work of providing ample school buildings in the country districts is due to the well-demonstrated interest of the present administration in the betterment of the condition of the agriculturist of Cuba.

Work on Public Buildings.

The building occupied by the State Department of Cuba will soon undergo extensive repairs, and it is stated that another story will be added which will be devoted to offices for the officials of that department. The necessary appropriation for this work is already available.

Credit has been assigned for the continuance of the work on the new Presidential Palace.

New Leper Hospital.

A new leper hospital and colony will be constructed in the Dos Hermanos property in the municipal district of Santiago de las Vegas, about 15 miles from the city of Habana. As soon as the buildings are completed in the new leper colony the patients will be transferred from the old San Lazaro hospital, which occupies a prominent site within the city of Habana, to Dos Hermanos. The housing of lepers within the city of Habana has long been a subject

of severe criticism, and the provision for their proper quarantine at a long distance from any town or city has the approval of the public in general.

HAWAII.

[Honolulu Star-Bulletin, Aug. 26.]

Theater and Business Block.

Plans for building a large up-to-date theater in the heart of Honolulu's business district are announced by W. R. Hughes. Construction work will start about November 1, 1915; the cost will be about \$80,000 and will be leased by Mr. Hughes. The building will be erected by Mr. Wolters, who will put in a business block at the same.

Subscriptions toward the Y. W. C. A. building have now reached \$30,550, leaving only \$9,450 to be obtained. A building is to be bought and remodeled.

NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 18.]

Building Supplies in Demand.

Matters in the building line are very greatly improving now that money is more plentiful, and the outlook is favorable. This will call for additional builders' hardware, corrugated iron, roofing, etc., from the United States, because European manufacturers are unable to fill orders in most of these lines.

New Kindergarten School—Business Block—Addition to Department Store.

W. C. Johns & Sons have just taken the contract to erect buildings for the Myers Park Kindergarten School at a cost of \$27,807, according to plans drawn by Chilwell & Trevithick.

W. E. Hutchinson has the contract to erect a five-story and basement office building, at a cost of \$53,531, after plans drawn by Mr. A. B. Herrold. This structure is to be fireproof and up to date.

Three stories are being added to the three-story John Court Building, at a cost of \$100,000. This will make an up-to-date six-story commercial building about 100 by 100 feet, to be used by John Court (Ltd.) as a department store.

Freezing Works at Auckland—Street Improvements.

The foundations are being put in for a four-story brick addition to the Auckland Farmers' Freezing Co.'s plant located in this city, to cost \$75,000, after plans drawn by Chilwell & Trevithick. This structure will contain the latest provisions for cold storage, such as insulated floors, walls, etc.

One of the suburbs of Auckland, New Zealand, proposes to expend \$291,990 on building new streets within the next year. This suburb has just completed a \$291,990 drainage system, and many fine residences are being erected and under contemplation in that section.

PHILIPPINES.

[Manila Daily Bulletin, July 27.]

Plans for the New Sugar Centrals.

The Government Central Sugar Board announces that it has definitely decided that, with the \$1,000,000 available, at least one central will be erected and put into operation in time to handle the 1916-17

crop, and that if satisfactory banking arrangements can be made the erection of two mills will be proceeded with. The secretary of the board announced that representatives of sugar-machinery manufacturers were invited to accompany the board to visit the Maa, Isabela, Silay, and Capiz projects in order to secure information to enable them to file bids for supplying machinery and other materials for the central.

PORTUGAL.

[Consul General W. L. Lowrie, Lisbon, Aug. 14.]

Public Improvements in Oporto.

A loan of 3,000,000 escudos (about \$2,200,000) has been made by the Portuguese Government to the Camara Municipal (city council) of Oporto, and the money will be expended on opening new avenues in that city. The work is in charge of the city council.

FARMERS' MEETINGS IN BERMUDA.

[Consul Carl R. Loop, Hamilton, Aug. 20.]

During the present year, as a result of the energy of the director of agriculture, a number of farmers' meetings have been held in Bermuda. At these gatherings such subjects as fertilization, rotation of crops, farming implements, and quality of seed have been discussed. Special attention, however, has been directed to the quality of seed used by potato growers. The director has only recently returned from a trip of inspection to Long Island and Maine, where he visited a large number of farms producing the special kind of potato that is particularly fitted for growth in Bermuda.

Roughly speaking, there are about 560 farmers in Bermuda, 400 of whom may be regarded as more or less substantial. Hitherto, in spite of various attempts, there has been little success in organizing farmers for any special efforts. A meeting was held on August 18 at which a suggestion was put forward by the Governor of the islands that steps be taken to insure genuine cooperation among the farmers by the organization of some form of association. The organization of a land bank was also strongly recommended. At the same meeting samples of good and bad seed were on exhibition as were also various types of agricultural implements. The meeting witnessed a practical demonstration of a new potato digger.

Farming is the only productive industry in Bermuda, and even it has been permitted to languish during recent years; but now it would appear that the Bermuda farmers are beginning to look more seriously upon their work, with a view to regaining lost ground.

GRAPE CROP IN COGNAC DISTRICT.

[Consul Kenneth Stuart Patton, La Rochelle, France, Aug. 12; supplementary report published June 23.]

In the early spring the splendid condition of the vines in the Cognac region gave rise to hopes of a large crop. The continued rainy weather of the early summer months, coupled with inability sufficiently to treat the vines against mildew and other diseases, has been very destructive and poor returns will result. In many instances even the vines are being destroyed from lack of proper care.

COMMERCIAL CONDITIONS IMPROVING IN CHILE.

[Consul General L. J. Keena, Valparaiso, Aug. 6.]

During the past month there has been a more optimistic tone in the Chilean commercial world. The moving factor has been the exportation during the month of July of more than 4,500,000 Spanish quintals (approximately 230,000 metric tons of 2,204.62 pounds each) of nitrate of soda.

The export taxes collected on nitrate for the month of July, 1915, showed an increase of \$71,205 in United States currency over the receipts from this source in the corresponding month of last year.

The customhouse intake for July, in detail, was as follows, the amounts being given in United States currency:

Taxes collected.	Amount.	Taxes collected.	Amount.
IN GOLD.		IN CURRENCY—continued.	
Exportation	\$2,949,849	Lighthouse and harbor fees	\$5,327
Importation	899,177	Exportation taxes	\$31,274
Storage	24,113	Importation taxes	510,673
Lighthouse and tonnage dues	17,909		
Consular fines	27	Total in currency	1,365,058
Total	3,891,075	Total in gold	3,891,075
IN CURRENCY.		Grand total	5,257,133
Wharfing, discharging, and mobilization	17,784		

As already stated, the export taxes in July, 1915, showed an increase over July, 1914. The import taxes, however, in July of this year were \$821,965 less than in the same month of 1914.

The increase in customhouse returns in July over the preceding month of June, this year, was \$1,029,014.

Broadening of Nitrate Market—Greater Demand for Labor—Prices.

The nitrate now being exported is largely "96 per cent 1 per cent," or refined nitrate, for use in the manufacture of powder. The United States has become the principal purchaser of Chilean nitrate.

The broadening of the nitrate export market has naturally increased the demand for labor. More than 6,000 workmen are being sent from the south to Antofagasta, and within a short time the number of persons, including workmen's families, sent to Tarapaca will total approximately 30,000.

Present average nitrate prices are 7s. 10d. (\$1.91) for 96 per cent 1 per cent nitrate per quintal (101.41 pounds), and 7s. 5d. (\$1.80) for 95 per cent, as compared with 7s. 1½d. (\$1.73) for 96 per cent 1 per cent and 6s. 7d. (\$1.60) for 95 per cent a month previous.

Effects of Activity—Firmness of Exchange—Condition of Banks.

The effects of this activity in the nitrate fields, which in Chile spells prosperity both for the Government and for the population in general, have been widespread.

Exchange has remained firm at 8 and 8½ (pence sterling per paper peso, Chilean) for the past few weeks.

As an instance of the unusual firmness of exchange, an incident is recorded of the sale of £10,000 in which the exchange fraction in the difference between the buying and selling rate was split to 111.

Money, which has up to now been hoarded by the banks, is beginning to appear in the form of loans and discounts. The severe

crisis through which the country has been passing since the outbreak of the war, while it has made conservative banking very necessary, has also given the banks an opportunity and a pretext for thoroughly checking over all their accounts. As a result the banks in Chile are probably in a more thoroughly sound condition at the present time than during normal years.

Copper and Tin—Chilean Coal—Steamship Companies.

The exportation of copper and tin has been stimulated by the advanced values of these metals, and the quantity of copper exported from Chile will from now on be increased by the output of the American company operating the Braden Copper Co. and the Chile Exploration Co. The first shipments of this company from Chuquicamata were made in the month of July.

The difficulty of obtaining Cardiff or Austrian coal and the lack of proper facilities for the regular consignment of American coal to this coast have to a large extent relieved the Chilean coal-mining companies from foreign competition and have given them a market greater than they can supply.

The Chilean steamship companies are equally happily situated. With a general revival of the carrying trade they have little competition to meet, since there are no German lines in operation, the British tonnage is only a small percentage of what it is in normal times, and freight rates remain at a very profitable level.

Hides and wool from Chile have commanded exceptional prices and have been marketed without difficulty.

Import Trade Benefited—Demand Chiefly for General Supplies.

The favorable conditions under which the above industries are now operating have begun to influence beneficially general import trade. Stocks, which in general were heavy at the outbreak of the war and which were practically unsalable for many months thereafter, have been disposed of to a large extent.

Replace materials and general supplies are now demanded of the importers. One line of textiles, for example—osnaburgs—now being received almost exclusively from the United States, in July was entirely sold out in the local market. Only the timely arrival of a large shipment saved the flour mills from having to shut down.

For the present the market demand appears to be confined to general supplies and necessities. The demand for new equipment will undoubtedly follow later.

Tendency to Buy in United States.

In view of the number of articles that can not now be obtained from Europe, because their exportation has been prohibited or because of the difficulty and uncertainty in regard to obtaining them, the general tendency has been to seek an open market for purchase in the United States. It is possible that in the end the year 1915 will have been not only the greatest year in the record of Chilean exportation to the United States, but also the greatest in the matter of United States exports to Chile.

The increased exports from Chile to the United States should provide ample space for return cargoes of more valuable and less bulky manufactured goods.

As regards credits, the exchange does not appear to be direct. It has been repeatedly stated that the favored and most current ex-

change in Chile is on London. Chile at the present time is paying for goods purchased in the United States in dollar exchange and is being paid for her exports to the United States in London exchange.

Prices of Commodities High—Opportunity for Increased American Sales.

In general throughout the Chilean market prices of all commodities are high. To hazard an average it would probably be safe to say that the general increase was not less than 30 per cent. There seems little probability that prices will return to a normal level before the close of the war: First, because the prices of most American products have advanced in their home market, which has now become a controlling factor here; and, second, because freight rates continue to be well above the normal. This very factor of high price in the local market, however, would increase the opportunity for the extension of the sale of American goods in Chile if American manufacturers and exporters would give the market a service, either through importing houses or through selling agents, that would land the goods c. i. f. for sale in Chile. It must be recognized that a percentage of the advance in price locally must be chargeable to additional caution and additional profits on the part of the importer.

[Previous reports by Consul General Keena on Chilean prices and market conditions were published in *COMMERCE REPORTS* for Aug. 13 and Sept. 9, 1915.]

CITRUS-FRUIT INDUSTRY IN EASTERN CUBA.

[Consul P. Merrill Griffith, Santiago, Aug. 11.]

There are several American colonies within this consular district where the work of the majority of the residents is devoted exclusively to the raising of citrus fruits. This industry has grown during the last few years in this part of Cuba, until to-day it is of considerable importance.

The soil in certain sections is especially well adapted to citrus fruits, and the grapefruit, oranges, tangerines, and limes produced on many of these plantations have an excellent reputation both in the United States and Great Britain, to which countries the greater part of the fruit is exported. Some varieties of the grapefruit, in particular, are noted for their size, excellent flavor, and thinness and toughness of skin.

Prices Low This Season—Modern Methods Employed.

In 1914 the crop was extraordinarily large and excellent prices prevailed, but the reverse has been the case during the present year. Prices in general have been very low, for several reasons, and many of the growers have hardly made ends meet.

During the season of 1912 the value of the exports of citrus fruits from this consular district amounted to \$70,384, in 1913 to \$88,027, and in 1914 to \$130,028. Up to the present time this year 37,695 boxes have been exported, valued at \$75,207.

The majority of the citrus-fruit growers in this section are experts and employ the most modern methods in the cultivation of the soil, the preservation of the trees, and the packing of the fruit. The growers here also have the advantage of direct shipments to New York in vessels equipped with modern refrigerating compartments.

PROMOTING PHILIPPINE RATTAN.

[Consul General George E. Anderson, Hongkong, July 31.]

Imports of Philippine rattan into the Hongkong market for local use in making rattan furniture and also for the export trade are reaching a considerable volume and are the subject of much interest and effort on the part of the Philippine government. The two important centers of the rattan trade in the Far East, both with respect to local manufacture and to the export of the raw material to the United States, are Hongkong and Singapore.

Rattan is exported both in its original shape and partly manufactured—that is, after the tough outer coat has been peeled off and separated from the core—the two forming, respectively, the “cane” and the “reed” of commerce. Singapore exports large quantities of the whole rattan, much of it going to Hongkong. Such of this as is destined for the manufacture of cane and reed is forwarded to Canton, where it is peeled or stripped, and then returned to Hongkong for reexport to the United States or elsewhere or for local manufacture into furniture, baskets, and other goods. This has come to be one of the principal industries of Hongkong and leads to a trade with the United States which is growing in volume and importance every year.

Heretofore most of the rattan used for this purpose has come via Singapore from the Dutch Indies, although there is an abundance in the Philippines. Philippine exporters have attempted at various times to build up a trade, but have not as a rule been very successful, largely because of the lack of a proper organization for handling the material.

The war has resulted in interference with the supply of rattan from the sources heretofore furnishing it, and there has consequently arisen in the Philippines a demand for prepared rattan for local industries as well as for export. With a view of meeting this demand the Philippine government has been making an investigation of the manner of handling the material in the industries of Canton and Hongkong, and has also been endeavoring to promote direct export from the Philippines. An expert is being obtained to expand the industry in the Philippines, and Manila exporters are seeking special connections in Hongkong for placing the product on the market.

The indefinite expansion of the trade both with Hongkong and the United States rests apparently upon organization in the Philippines. The supply of rattan available is reported to be such as to meet all the requirements which are likely to exist for some time. The demand from the United States at present affords a special stimulus for organizing the industry on a large scale.

AUSTRIAN GOVERNMENT CONTROL OF OIL PRODUCTION.

[Consul General Albert Halstead, Vienna, Aug. 20.]

Under an imperial decree dated August 18, 1915, the Austrian Government has, as from that date, taken possession of the present and future production of crude petroleum in Galicia and of all stocks of oil belonging to business organizations owned in whole or in part by citizens of countries at war with Austria-Hungary.

HEATING STOVES AND GRATES IN NORTHWEST INDIA.

[Consul James Oliver Laing, Karachi, July 19.]

There is a market in northwest India for small heating stoves and grates. This market is small in Karachi, since the hot weather lasts about eight months in the year and the temperature never reaches the freezing point. In Lahore, Quetta, and other cities farther north or at a higher altitude, however, the winters are more severe and heating is necessary.

In recent years more modern and practical fireplaces and grates are being put into new houses. Formerly the practice of having a good workable grate was less common in this part of the consular district.

Transient Population Prefers Light, Cheap Stoves.

Many Europeans who live here intend to remain in India for only a limited period or are officials who are liable to be sent to other posts. They do not care to invest in expensive stoves, since these are difficult to pack and move. If persons of this class move, the stove would have to be sold at a loss. Together with the fact that in most parts of the district the cold weather is neither rigorous nor of long duration, the migratory manner of living of many of the European residents has brought about the use of light, cheap stoves.

Stoves now in use are usually low and of plain black metal. Sometimes the handles and a few other parts are nickel. The stoves are usually low enough to enable a smoke pipe to run through a common fireplace and up a chimney. Both coal and wood are burned. There is little wood in Sind, the Province in which Karachi is located, but there is plenty in the cities nearer the hills in the north. Coal is mined in India, but the better qualities are imported.

The Queen and Simla Types.

The stove known as the Queen is used for cooking as well as heating, but chiefly for the latter. The cooking part of it is simple and is designed rather to keep food hot or to make some simple dish than to prepare a dinner. The price of this stove was \$5.19, but recently prices in the upcountry districts have risen and the stove is now selling for between \$5.19 and \$6.48, depending on the town in which it is bought and, to a certain extent, on the merchant who sells it.

The Simla type of stove is for heating only and is more expensive. The size 24 by 23 inches sells for \$9.73 to \$10.38 or \$10.70. The size 29 by 28 inches sells for \$11.35 to \$12 or \$12.32. These prices vary slightly in different places. As a rule prices for imported merchandise are higher the farther into the hills one goes.

Removable Fire Box in Grates.

In many grates the iron fire box is removable, and an iron brazier filled with charcoal is used when the weather does not demand a very hot fire. Most grates are of iron and some have tiles inset. The tiles are inexpensive. For a grate 38 by 38 inches, the price ranges from \$8.11 to \$9.73, depending on the place.

The retail season for stoves begins about November, although up-country stores begin to sell a month or six weeks earlier.

[Consul Laing transmitted with this report illustrations of the Queen and Simla stoves referred to above, together with illustrations of cast-iron

curbs, bedroom fenders, sitting-room fenders, and a grate of the type most used in modern bungalows. The prices of these latter articles are also given. This material will be loaned by the Bureau of Foreign and Domestic Commerce. In addition, a list of dealers at Karachi may be obtained. Refer to file No. 65209. For further information concerning stoves in India, see the recently published Handbook of India, obtainable for \$1 from the Superintendent of Documents, Washington, D. C.]

THE MEAT PROBLEM OF ITALY.

[Consul B. Harvey Carroll, Jr., Venice, July 31.]

Rapidly augmenting prices of meat in Italy have caused a number of stock farmers' conferences to be held under the initiative of the National Agrarian Committee. Such meetings have been held in Cremona, Modena, Rome, and other places.

No census of cattle has been taken officially in Italy since 1908, but it is estimated that the number of head of cattle, including milch cows and draft animals, is about 7,000,000. There would go normally to the butcher something over 2,000,000 head per year, at the rate of about 170,000 a month. Half of the cattle annually slaughtered are calves less than one year old.

To supply 2,000,000 troops it is estimated that in six months of war an additional 250,000 head of cattle would be necessary, or, in other words, Italy must provide for an increase in the number of cattle slaughtered of more than 40,000 head a month. Obviously, after subtracting the numbers needed for milch and draft animals, the cattle supply of Italy can not respond to these increased demands on it without outside help. There must be an importation of live cattle or an importation of preserved, canned, refrigerated, or frozen meat.

Argentine Cattle and Meat.

In 1910 a number of cattle were imported from Serbia by way of Saloniki, but the importation was first hampered and then arrested by an outbreak of epizootic. Canada and Brazil are looked to as the chief sources for supplying the present need, but previous exportations from Argentina resulted in the cattle arriving in poor condition.

Italy's importations of frozen meat heretofore have been largely from Argentina and have been used chiefly for the manufacture of Italian canned meats. In 1910 such imports from Argentina totaled 11,467 quintals of 220.46 pounds; in 1911, 77,912 quintals; in 1912, 145,487 quintals; in 1913, 91,170 quintals; and in 1914, 33,125 quintals.

Since the participation of Italy in the war the Government purchases of meat have been increased. Now the syndics of the Italian cities are conferring for the purpose of preventing sudden increases in prices and of establishing cold-storage warehouses and refrigerating plants where none exist.

Mexican State Has New Chamber of Commerce.

The Mexican State of Guanajuato has a new trade body in the recently organized National Chamber of Commerce of Leon. Officers and a board of directors have been elected, Mr. Clemente Gay having been chosen president and Mr. Everardo Gomez secretary. The new chamber plans to have correspondents in every important district in the State.

SOUTH MANCHURIA NOTES.

[Based on clippings from Manchuria Daily News, transmitted by Consul A. A. Williamson, Dairen.]

New Chamber of Commerce at Dairen.

Seventy-two local business men, representing nearly all lines of commercial activity, attended the founders' meeting of the new Dairen Chamber of Commerce [mention of whose organization was made in COMMERCE REPORTS for Aug. 6, 1915]. The election of officers, the appointment of committees, and the adoption of the articles of association as confirmed by the Kwangtung Government comprised the chief business of the meeting. The chamber has been notified by the South Manchuria Railway of the company's intention to contribute 3,000 yen [about \$1,500 gold] annually to the new body.

Dairen and Port Arthur to be Incorporated—Railway Charges.

The question of incorporating Dairen and Port Arthur into municipalities is said to have assumed a concrete shape after careful study of the subject by the authorities concerned. Their incorporation is likely to be announced early in August, and to take effect on October 1 or thereabouts. The mayoralty is to be made an honorary post with an allowance of 3,000 yen [\$1,500 gold] as social expenses annually. The members of the municipal council will number about 30 for Dairen and 16 for Port Arthur.

The South Manchuria Railway has announced a number of alterations in its freight and baggage tariff, the new charges to be effective from August 15. The changes relate to methods of calculating fractions of sen and to the amount to be charged on lengthy and bulky articles.

Unification of Currencies.

Changing the currency standard from silver to gold is one of the proposals contained in a memorandum drafted by the Japanese Cotton Exporters' Association for presentation to the proper authorities, with a view to unifying the currencies in circulation in South Manchuria. As a first step in this direction the association proposes the wider circulation of gold notes, suggesting also:

(1) The Yokohama Specie Bank shall be ordered to suspend the issue of its silver notes.

(2) In order to supply the coolie and other lower-class people employed at the collieries, railway stations, wharves, etc., the banks of issue shall be empowered to issue subsidiary notes of varying denominations, such as 50 sen, 20 sen, and 10 sen. In such event such subsidiary notes shall be used for paying the above-mentioned employees.

(3) The South Manchuria Railway shall be made to pay in and accept nothing but the Japanese gold currency.

(4) The gold standard shall be brought into force on the Dairen Staple Produce Exchange as early as possible.

- **Sulphate of Ammonia Selling Well.**

The water-gas producer factory, Fushun, the erection and equipment of which were designed by Mr. T. Suzuki (superintendent of the Dairen gas works), has been putting out about 10 tons of sulphate of ammonia as a by-product daily. Already more than 1,000 tons of sulphate of ammonia put out at the factory have been sold for some 140,000 yen (approximately \$70,000 gold), which sales have brought in a broad margin of profit. There is said to be a lively demand for this popular fertilizer in Japan.

THE UKULELE OF THE HAWAIIAN ISLANDS.

[A. P. Taylor, correspondent, Honolulu, Aug. 30.]

The manufacture of ukuleles in Hawaii is increasing so rapidly that steps are being taken in the islands to protect them by a special trade-mark in order that those who buy will know whether they have in their possession a real Hawaiian instrument or one made somewhere on the United States mainland.

Early in the eighties Portuguese immigrants from the Madeira Islands arrived in Honolulu, many of them bringing what appeared to be a very small guitar. It was played by holding it close to the body, the fingers of the left hand grasping the neck and the fingers of the right sweeping the entire set of strings. The rapidity of the motion with the right hand caused the Hawaiians to call the instrument "ukulele," or "dancing flea." Though of foreign origin, the ukulele lends itself admirably to the native music of the islands.

Ukulele Music Popular at Exposition.

The Hawaiian Islands erected a building at the Panama Pacific Exposition, in which the "atmosphere" of the Hawaiian Islands was preserved as much as possible. Young Hawaiian musicians play in this building every afternoon and evening. Their music has become so widely popular and has brought the ukulele into so conspicuous popularity that dealers in San Francisco are already increasing their orders in the Hawaiian Islands for these little instruments. One of the largest San Francisco firms placed an order a while back for 200 instruments; he has now increased this order to 500.

A few firms on the mainland have undertaken in the past year to manufacture ukuleles and to place them on the market as a "made-in-Hawaii" product. The Hawaii Promotion Committee of Honolulu is now preparing a special label, "Made in Hawaii, U. S. A.," to be placed on instruments actually manufactured in the islands. The instruments made in Hawaii are fashioned from koa wood, or Hawaiian mahogany, which takes a beautiful polish and is used extensively for making chairs, tables, four-posted beds, and for veneering. It is expensive, as the Hawaiian forests are yielding very few new trees. Ukuleles sell in Honolulu for \$4.50 to \$15 each. The manufacturers are principally Portuguese.

SHORT FRUIT CROP IN SCOTLAND.

[Consul H. D. Van Sant, Dunfermline, Aug. 30.]

During the past week the fruit harvest in the Dunfermline district has been practically concluded, with only moderately good results. The season has been fully three weeks later than usual and the results varied. Gooseberries, which in the early spring promised a plentiful harvest, suffered greatly from the extremely low temperatures here in May. Prices ranged from 5 to 8 cents per pound, a considerable increase on the previous year's rates. Black currants sold for 38 to 42 cents per measure of three pounds; red varieties at 30 cents. Strawberries were barely an average crop, prices being 12 to 33 cents per measure for preserving purposes.

The weather during the past three months has been very rainy, together with frequent thunderstorms, which has largely affected the usually good crop in this district.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Leather boot laces, No. 18327.—An American consular officer in the United Kingdom reports that a firm in his district desires to be placed in touch with American manufacturers of mohair and leather boot laces. References given.

Ice machinery, No. 18328.—A firm in Mexico informs the American consulate that it contemplates installing a new ice and refrigerating plant and would like to communicate with American manufacturers of ice and refrigerating machinery. Correspondence may be in English, but Spanish is preferable.

Flush chest and door handles, No. 18329.—An American consular officer in Italy reports that a firm wishes to purchase 1,000 flush chest and door handles, iron and lacquered, of American make. Goods to be shipped c. i. f. Naples, cash against documents.

Bronze powders, No. 18330.—One of the principal printing establishments in France informs an American consular officer that it desires to secure the representation of American manufacturers of bronze powders used for printing purposes. Correspondence may be in English.

Advertising novelties, No. 18331.—A business man in Central America would like to communicate with American manufacturers of calendars and novelties for advertising purposes. Samples, together with complete information as to prices, etc., are solicited. Terms to be stated in American coinage, but correspondence may be in either Spanish or English.

Piano actions, parts, and supplies, No. 18332.—A piano dealer in Chile informs an American consul that he desires to secure catalogues, prices, and terms from firms in the United States manufacturing piano parts and supplies. He is the principal dealer in pianos in his locality, and wishes to deal directly with manufacturers. Correspondence may be in English, but Spanish is preferred.

Ice machine, No. 18333.—An American consul in Central America reports that a business man in his district is in the market for a .15 to 20 ton ice machine and cold-storage plant. Literature on this subject from American companies is requested. Correspondence may be in English.

Zinc chloride, etc., No. 18334.—A firm in India requests an American consul to place him in touch with American manufacturers of zinc chloride and chemicals used by cotton-weaving mills.

Milling machinery, No. 18335.—A report from an American consular officer in Chile states that a local business man is interested in securing catalogues, prices, and terms from American manufacturers of flour-milling machinery and equipment for a plant to produce from 2 to 10 tons of flour per day. A complete plant is required, except boiler, but including steam engine. Literature in Croatian is preferred, but Spanish is understood. However, catalogues in English may be sent to the American consulate, and their contents will be explained to the inquirer.

Woolens and tailors' supplies, No. 18336.—An American consul in a South American country states that a local tailor in his district desires to secure samples of heavy woolens for men's clothing and also tailors' supplies. Correspondence, literature, terms, and prices should be in Spanish or French, although English would be accepted. Samples should be marked "without value." The consul states duty would not be assessed on samples sent by parcel post.

Machinery, No. 18337.—This Bureau is in receipt of a communication from a man in India desiring names of American manufacturers of machines for the extraction of fibers from agave leaves and from stems and leaves of banana trees. Name of inquirer may be obtained from this Bureau.

Machinery and equipment, No. 18338.—The American consul general in Chile transmits copies of the call for bids and a detail of same for machinery and equipment for the waterworks at La Mochita, Concepcion. The bids are printed in De La Republica de Chile, and copy of same may be inspected at the bureau or its branch offices.

Hardware, No. 18339.—A firm in France requests the American consul to place them in touch with American manufacturers of small hardware, such as nails, hinges, handsaws, hammers, etc., suitable for the South African trade. The plainest and simplest articles are desired. Correspondence, price lists, and catalogues are solicited and should be in English.

Safety pins and automatic metal button fasteners, No. 18340.—A commission merchant in a large city in southeastern France is desirous of being placed in direct communication with American manufacturers of safety pins and automatic metal button fasteners, samples of which may be examined at the bureau or its branch offices. Correspondence should be in French (Refer to file No. 65366.)

HONEY SHORTAGE IN ENGLAND.

The prospects for "heather" honey in England this season are not bright. June frosts, which blighted the heather buds, was followed by a wet summer. The bees of the United States have produced a splendid quantity of honey this year, averaging 36.2 pounds per colony, against 32.2 pounds last year. Over 50,000,000 pounds of honey are produced yearly, hence the English shortage can readily be supplied. This season's large yield, together with increased receipts of honey from the West Indies, has depressed prices, strained honey selling in our Western States at only 3 to 4 cents per pound. American honey exports were only \$136,000 in value in the 12 months ended June 30, 1914, of which but \$4,000 went to England. Exports of honey dropped to \$114,000 during the 12 months ended June 30, 1915, of which \$54,000 worth went to England. Germany was formerly the largest purchaser of American honey, taking in the fiscal year 1912 \$134,000 worth; in 1913, \$107,000 worth; in 1914, \$75,000 worth; and for the year just closed only \$10,000 worth.

AMERICAN CRANBERRY CROP.

Returns from a special inquiry to cranberry growers in the three principal producing States, sent out by the Department of Agriculture August 15, supplemented by the regular September 1 reports, give a probable production for Massachusetts of about 261,000 barrels, being 55 per cent of last year's bumper crop of 475,000 barrels; for New Jersey, 139,000 barrels, a decrease of 7 per cent from last year's crop of 149,000 barrels; and for Wisconsin, 39,000 barrels, an increase of 35 per cent over last year's crop of approximately 29,000 barrels, a probable total for the three States of approximately 439,000 barrels against 653,000 barrels last year.

SOUTH AMERICAN ORDERS.

An American business firm informs the Bureau of Foreign and Domestic Commerce that it has recently received two orders from a Latin-American country, obtained through the information furnished by an American consul in that country, which was published in COMMERCE REPORTS. The firm adds that it will doubtless obtain other orders in the field thus opened.

MODEL PORCELAIN FACTORY IN KIANGSI.

[Consul General Edwin S. Cunningham, Hankow, China, July 26.]

The following translation from the Chinese newspaper Kuo Ming Hsin Pao has been made:

The King Teh Cheng porcelain manufactory in Kiangsi was established in the time of the Ming dynasty. It was an imperial concern, which supplied all the fine porcelain used in the royal palaces, so every year huge sums of money were spent for its maintenance and its products attained to a state of perfection. Later, manufactories were organized by the people and, on account of the lack of funds their products were far inferior in quality. It is said this was the only place that preserved the ancient ways of making porcelain, with beautiful ancient colors and exquisite designs, to the present time. It was largely destroyed during the late revolution, and the various samples and patterns which were kept there were all partitioned among themselves by the great men of the republican period. Recently Mr. Ko, the customs taotal of Kiukiang, obtained direct sanction from the President and a grant of \$20,000 gold to restart the works. This will be the national model manufactory of porcelain, and the productions will be limited to two special departments—one for the manufacture of porcelain of the highest quality to be used solely for presentation to the rulers of other powers as gifts, and one for the manufacture of articles for the supply of the market. The work will begin in the month of August.

Ching Teh Cheng is situated on the Yangtze River, near the open port of Kiukiang. Since 1396 the imperial porcelain factory has been located there, and the finest of Chinese porcelain has been produced, though the output has been small. It seems that the continuation of such a plant would be a commendable undertaking, as this is an art in which China has always excelled.

TRADE OPPORTUNITIES AFTER THE WAR.

[Consul General Albert Halstead, Vienna, Austria, Aug. 13.]

At the close of the present European war all the nations now engaged in that struggle will need immediately and in large quantities articles wholly and partly manufactured, as well as raw materials. While this demand may tax the productive resources of all countries for a time, readiness to take advantage of new openings will count heavily in immediate sales as well as in future trade. It is, therefore, urgently suggested that American producers of raw materials and of manufactured and semimanufactured products should begin preparation for this trade.

That the fullest knowledge as to the needs of Austria may be before the manufacturers of the United States, a report is in course of preparation by this consulate general, which, it is hoped, will deal with every possible trade and contain as complete and as accurate information as is obtainable.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

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PANAMA NATIONAL EXPOSITION AGAIN POSTPONED.

[Consul General Alban G. Snyder, Panama, Panama, Aug. 30.]

The opening of the National Exposition of Panama has been postponed again, this time until January 21, 1916.

MARKET FOR AMERICAN GRUBBING HOES IN NATAL.

[Consul William W. Masterson, Durban, Natal, Union of South Africa, Aug. 4.]

I have been informed by a salesman who has traveled considerably throughout Natal and the Transvaal that there is a demand in Natal for grubbing hoes such as manufactured in the United States.

DOLLAR EXCHANGE IN CHILE.

[Consul General L. J. Keena, Valparaiso, Aug. 10.]

The past week recorded the first sale of any importance of Chilean nitrate in which payment was accepted by the producers in New York exchange. The sale, to an American firm, represented 4,000 tons of nitrate, and the draft on New York in payment was in the neighborhood of \$155,000 United States currency.

London exchange has always been the preferred exchange in the nitrate fields, because it was the custom, because it is regularly quoted, because nitrate freights are quoted in English currency and are payable in London exchange, and all market prices of nitrate are quoted in sterling. The war has, however, made possible the exchange of bills on New York in payment of some nitrate purchases.

It remains to be seen to what extent bills on New York will be accepted in payment of nitrate accounts, and also as to whether payments in this medium will be accepted after the war.

It is probable that the next few months will show a number of nitrate purchases in which payments will be made by bills on New York, particularly since there is an active demand at present in Chile for credits on New York.

Since there is no American banking institution in Chile, much of the benefit of the present tendency to establish dollar exchange must be lost, as this type of exchange is only temporarily favored by foreign banking houses.

MINING PROSPECTS IN MANCHURIA.

[Consul J. Paul Jameson, Antung, China, July 3.]

In view of the question of mining rights in Manchuria discussed by Japan in its recent negotiations with the Chinese Government, it may be noted that the mineral deposits in South Manchuria are exceedingly numerous and of various kinds. The mineral deposits of this large region are almost untouched as yet. Gold, silver, lead, tungsten, and other metals appear in many places throughout South Manchuria, the country between the Antung-Mukden Railway and the Mukden-Dairen branch of the South Manchuria Railway being especially rich in deposits, according to report. Minerals of many kinds are also said to be abundant in the upper Yalu River districts, but very little actual prospecting has yet been done.

Arrangements have been made with a man who has been prospecting for many months in various parts of Manchuria to supply the writer with samples of the ores found. With this report are transmitted samples of lead ore picked up in many places in South Manchuria, in the hope that tests may show it to be of sufficient commercial value to warrant further investigation. [These samples will be loaned by the Bureau of Foreign and Domestic Commerce. Refer to file No. 65476.]

The market value of the lead ore should be about 200 yen per ton. The mines, or rather prospects, are located 10 to 30 miles from railways. The transportation of ore from the mines to a navigable seaport would cost about 10 to 20 yen per ton. The cost of mining is estimated at about the same. The ore submitted is from five different places. The width of veins seen varied from 1 to 5 feet. The ore appears in both quartz and limestone formations—the latter in most places. There are further reports from native Chinese to the effect that many lead outcrops exist throughout South Manchuria, which the Chinese for some reason have not worked.

SPANISH COMMERCE WITH MOROCCO.

[Consul General Carl Bailey Hurst, Barcelona, Spain, July 30.]

In connection with the efforts of Spanish exporters to gain a stronger foothold for their commerce in the Spanish possessions in Morocco, the following statistics recently made available are of interest as showing how little of this great trade is now in their possession:

During the year 1914, out of 60,000,000 pesetas (\$10,800,000) worth of products entered at the port of Melilla, only 4,000,000 pesetas (\$720,000) worth were from Spain; at the port of Ceuta, out of 42,000,000 pesetas (\$7,560,000) worth, only 15,000,000 pesetas (\$2,700,000) represented the value from Spain; at Larache, out of 23,000,000 pesetas (\$4,140,000) worth, 3,000,000 pesetas (\$540,000) worth came from Spain; and at Marruecoa, out of 216,000,000 pesetas (\$38,880,000) worth, only 14,000,000 pesetas (\$2,520,000) worth was Spanish. Thus, out of 341,000,000 pesetas (\$61,380,000), Spain's receipts amounted only to 36,000,000 pesetas (\$6,480,000), or less than 11 per cent. During this time Spain expended on its possessions in Africa more than 142,000,000 pesetas (\$25,560,000).

FOREIGN TRADE OF THE UNITED STATES.

With imports 10 per cent less and domestic exports 75 per cent more than in the corresponding month of last year, the foreign trade of the United States (including reexports, which show a gain of nearly 36 per cent) for the month of July, 1915, exceeded the total for July, 1914, by \$98,403,109, or 31 per cent. For the seven months ending July, 1915, imports were 12 per cent less, exports 64 per cent more, and the total trade \$638,262,138, or 27 per cent, above the value for the like period last year. Classified by great groups, the trade values were:

Groups.	Month of July—		Seven months ending with July—	
	1914	1915	1914	1915
IMPORTS.				
Crude materials for use in manufacturing.....	\$48,433,943	\$57,736,235	\$395,493,117	\$382,005,240
Foodstuffs in crude condition, and food animals	18,852,517	16,464,362	142,296,987	128,970,833
Foodstuffs partly or wholly manufactured.....	26,759,823	23,907,602	158,078,224	183,712,778
Manufactures for further use in manufacturing.	24,695,188	23,524,781	179,554,085	140,751,412
Manufactures ready for consumption	39,806,149	21,148,111	255,861,254	166,415,558
Miscellaneous	1,129,668	463,556	9,319,706	7,198,737
Total imports.....	159,677,291	143,244,737	1,140,593,373	1,009,054,558
EXPORTS.				
Crude materials for use in manufacturing.....	22,656,281	26,736,359	328,277,076	351,195,033
Foodstuffs in crude condition and food animals.	27,937,100	16,602,408	80,195,409	263,439,384
Foodstuffs partly or wholly manufactured.....	17,988,203	47,622,973	152,088,991	362,830,346
Manufactures for further use in manufacturing.	29,584,204	42,133,560	224,483,711	245,024,949
Manufactures ready for consumption	52,519,217	118,800,691	389,555,162	640,163,267
Miscellaneous	274,604	12,767,509	4,075,935	74,847,868
Total domestic exports.....	150,959,659	264,663,500	1,178,678,285	1,937,500,847
Foreign merchandise reexported	3,179,288	4,311,110	22,305,877	33,282,288
Total exports	154,138,947	268,974,610	1,200,982,162	1,970,783,115
Grand total trade	313,816,238	412,219,347	2,341,575,535	2,979,837,673

The increase in the exports for July, 1915, in the item miscellaneous to a total of \$12,767,509 arises from the exportation of horses in that month to the value of \$9,867,257, of mules to the value of \$2,825,142, and of seeds valued at \$57,594.

SHIPMENTS OF INDIAN HIDES AND SKINS.

[Consul General James A. Smith, Calcutta, Aug. 5.]

In connection with the restrictions placed upon the exportation of hides and skins, this consulate general had previously stated that the collector of customs would be satisfied with a declaration from the Department of State to the effect that the ultimate destination of the goods was not enemy territory. The collector of customs at Calcutta has been instructed by the Secretary of the Department of Commerce and Industry that this method will no longer be available; that is, that a firm wishing to ship to the United States must get their American clients to secure a guaranty from the British consul, which they must be in a position to show to him. This guaranty of the British consul must be cabled to the India Office in London, and by that office communicated to the collector of customs.

MONGOLIAN TOWNS TO BE OPENED TO TRADE.

[Consul General P. S. Helatzleman, Mukden, Manchuria, Aug. 3.]

The Chinese Government, having announced the intention in June, 1913, to open to international residence and trade five new marts in South Manchuria and Eastern Inner Mongolia, namely, Kalgan, Chihfeng, Dolon Nor, Taonanfu, and Hulutao, has now decided to open Kalgan, Taonanfu, and Hulutao during 1915 and the remaining marts later. The new marts in Eastern Inner Mongolia to be opened as soon as possible "by China itself," under the terms of the Sino-Japanese treaty of May 25, 1915, are now being considered by the two Governments. It is said that about 10 places are under discussion as possible commercial towns.

China's Economic Activity in Mongolia.

China's economic activity in Eastern Mongolia, especially since the signing of the Sino-Japanese treaties, is noteworthy. Though Japan has disclaimed political or strategic pretensions in Eastern Mongolia and has announced an intention to establish economic interests therein, the Chinese Government is devising plans of an economic nature in that region. It is reported to have planned the following in Eastern Mongolia:

(1) A special fund shall be provided for founding new industries and for developing the pastoral pursuits of the Mongolians.

(2) Commercial and industrial unions of all kinds shall be organized for the purpose of furnishing employment to the Mongolian unemployed.

(3) Mongolians shall be recruited for taking up agricultural and colonizing pursuits, so that Mongolia may develop into a great agricultural country.

In addition to the above, the Chinese Government proposes to establish a Sino-Mongolian Bank with a capital of \$1,200,000, one-half of which is to be furnished by the Government and the other half to be opened to public subscription. The new bank is to operate at Urga, Kiakhta, and Maimaicheng, which have already become important centers of Russo-Mongolian trade but are not yet provided with an adequate financing medium. A further report states that both the Bank of China and the Bank of Communications are to open branch offices at the three places mentioned above.

A number of prominent Chinese business men in Peking have established the Manchuria and Mongolia Enterprise Bank, with a view to fostering agriculture, stock farming, afforestation, and irrigation in Manchuria and Mongolia. The bank is capitalized at \$2,000,000 and has its head office at Peking, with branches to be opened at various places in the three eastern Provinces.

The proposed establishment of a district under a taoyin for eastern Mongolia, as submitted by the civil governor of Fengtien Province, has been sanctioned by the central Government. The ex-prefect of Chengte (Schol) has been chosen for the new post and is already at Mukden. His appointment will be announced shortly.

Work to Be Started on New Telegraphic Service.

The central Government arranged with the Mukden government to bear half the expense in establishing telegraphic service between Mukden, points in Eastern Mongolia, and Peking. This arrangement was made in March, 1915, and the estimated cost was \$600,000. The commencement of work was postponed, owing to the Sino-

Japanese negotiations. The Peking Government recently ordered the civil governor at Mukden to start work without further delay. At the same time a grant of \$100,000 was made as the Government's share of the work on the first part of the plan. The line will extend from Mukden to Taonanfu, a distance of 208 miles, thence south to Jehol via Chihfeng, an additional 325 miles, making the total length of the line 533 miles. Jehol is already connected by telegraph with Peking.

[Previous reports by Consul Heintzleman on trade conditions in the region referred to above were published in COMMERCE REPORTS for Apr. 17 and July 3, 1915.]

SELLING MACHINERY IN NAGASAKI DISTRICT.

[Consul E. Carleton Baker, Nagasaki, Japan, July 30.]

Since mining and shipbuilding are carried on to a very considerable extent in the Nagasaki district, there is an excellent opportunity for the sale of mining and electrical equipment. It is best, however, to have a personal representative in the field who is familiar with local conditions and has connections already established. The principal machinery imported last year at Nagasaki and Moji included steam boilers, locomotives and tenders, steam turbines, dynamos, cranes, pumps, and metal-working machinery. The value of machinery imported to Moji alone exceeded \$1,250,000, and the amount brought to Nagasaki was almost \$750,000.

Qualified Representative Available.

A British merchant at Moji, who is familiar with American business methods, is in a position to represent American manufacturers of machinery. [His name and Consul Baker's statement of his qualifications may be obtained on application to the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65268.]

The agent in question desires to work on a commission basis, but suggests that a small salary be allowed, as well as a certain amount to cover cost of telegrams. He agrees to sell only to responsible firms, who are financially strong and able to open the usual credits for his principals to draw against.

Exceptional Opportunity at Present.

A great deal of the machinery trade in this district has been in the hands of firms who are unable at present to supply the local demand. The moment, therefore, is most opportune for Americans to enter the field. A consistent and determined effort, however, should be made and every facility should be offered. An engineer should be appointed who should work in conjunction with a good English-speaking Japanese engineer and reliable interpreter. These natives should be selected from the better class of Japanese, who could be received socially by the higher Government officials and the heads of the best Japanese firms. Obtaining contracts in the Orient usually requires elaborate preparations and a series of entertainments, and offices that expect to do a large business should be established on a liberal scale. Details in this regard could be readily arranged with a manufacturer's agent who is thoroughly familiar with local requirements.

REVIVAL IN FLAX-FIBER GROWING IN ONTARIO.

[Consul Fred C. Slater, Sarnia, Canada, Sept. 4.]

Flax is quite extensively grown in various parts of Canada, particularly in the northwestern Provinces. However, the production of flax for fiber purposes has been almost negligible in quantity—practically all of it having been in the Sarnia consular district, where the climate, soil, and water conditions are most suitable. Recently the industry received a new impetus, as a result of finding water excellently suitable for retting purposes. The water thus discovered seems to be in the peninsular portion of the Province, near the lakes. At Forest it is obtained from a well bored 100 feet through the clay and 1 foot into the rock. This rock is of shale formation, and it is supposed that the water comes underground from Lake Huron, only a few miles distant. Interest in raising flax has therefore been revived, as the retting with this water produces a quality not heretofore obtained.

History of Industry—Reasons for Previous Decline.

It is reported that half a century ago some 17 prosperous scutch mills operated in this Province. One pioneer of the industry relates that in one season he purchased 26,000 tons of Canadian flax, while other buyers did equally well. But those were times of cheaper labor, more new "breaking" land, and less keen competition. The progress of the age made necessary different processes and more up-to-date methods, to which the grower and manufacturer were not alert, and the industry gradually declined. Neither did the subsequent agricultural colleges and specialists give the raising of this crop the consideration it merited. As a result the raising of flax in this Province for commercial purposes had dwindled to almost nothing. It is claimed that by 1914 the number of mills in operation had fallen to less than a dozen. This year, however, there are 20 in operation to handle the 1915 crop, which is three times greater in acreage than that of 1914.

It is claimed that experience proves the dewret process preferable to chemical retting.

The Present Revival—Experts Make Encouraging Reports.

For the last two or three years a few men of this Province have given special and careful attention to the raising of flax fiber and have met with exceptional encouragement. The raising of the product was considerably stimulated because of the European war increasing the price of the fiber from \$0.12 and \$0.14 to \$0.22 per pound. This, together with the already noted discovery of better water for retting purposes, has, for the time being, brought flax growing to the fore in this vicinity. Recently men from Ireland and New Jersey who are interested in flax have gone over the ground in this locality and have made very optimistic reports as to the growing of this commodity. Many of the old idle mills are being refitted and brought back to service.

Anticipations of Growers—Details of Process.

The flax growers of this vicinity are very hopeful and are endeavoring to secure the cooperation of some Belgian refugees who have had special experience in flax raising and handling. They also hope

to induce the Government to test the water in different localities for retting purposes.

The following detailed explanation as to the water-retting process of flax fiber, as now conducted at Forest, Ontario, was furnished this consulate September 2 through the kindness of J. A. McCracken, secretary of the Canada Flax Growers, of St. Marys, Ontario:

The flax is pulled a little greener than according to the old Canadian practice; that is, when the leaves a few inches up from the root are withered away. The retting tank (of which more may be built later) is 50 feet long by 15 feet wide by 4 feet deep. It is of concrete, with 10-inch walls, and has a partition across the center. Each half will hold a small wagonload of flax sheaves.

The sheaves after thrashing are set in on end, heads up, until the tank is filled. Planks are set on the tops of the flax, and stones on these, so as to keep the straw immersed when the water is turned on.

The water is fairly soft. As it rises from the well it is frequently very muddy. The softness of the Forest well water, even in drilled wells such as this, has been remarked by the women, who have used it at times for washing. At the Fraleigh plant the pumping is done by a 1½-horsepower gasoline pump adjacent to the tank.

When the flax is weighted, as above described, the pump is started and kept going until the tank is full. While this is going on several adjustments are necessary to the weights, as when the fermentation sets up the flax tends to rise out of the water. During this time the retting or degumming takes place by the action of the water.

The first experimental "steep" at Forest was removed after five days and spread on a meadow in rows to dry. This lot was found to have been too hard when taken out of the water. It happened, however, that a day's rain came on and completed the retting, after which the flax, when dry, was lifted and stored in the shed.

Later steeps have been taken from 6 to 10 days, and the consequent amount of retting required to be done on the spread field has been proportionately less. No exact time for water retting, however, can be set, owing to the differences in flax, water, and weather.

Water-Retted Fiber of Excellent Quality.

Mr. Coey, of the Linen Thread Co., Newark, N. J., recently hackled at Forest some of the fiber obtained from representative samples of water-retted and dewretted flax grown and treated at Forest. He declared that the water-retted fiber was of excellent quality, even in character, and of fine spinning texture. He declared that it was worth at least 2 cents a pound more than the dewretted fiber. This is gratifying to Canadians, since the present shortage is chiefly of fine spinning fibers, of which the Belgian were the highest grade. Canadian flax manufacturers are hoping so to improve their plants and processes as to enter the best markets and thus place their industry on a permanent and prosperous footing. The Canadian Flax Growers, recently organized, are bending their energies to this end.

[An article on "Production of Canadian Flax," by Consul Henry P. Starrett, appeared in *COMMERCE REPORTS* for July 19, 1915.]

Canadian turkeys were shipped to England last fall for the first time, and more are expected to go this season.

AMERICAN AUTOMOBILES IN PORTO RICO.

[Harwood Hull, correspondent, San Juan, Sept. 11.]

The past year has shown a remarkable increase in the number of motor cars purchased in the island, 548 cars having been imported during the twelve months ending with June 30, 1915. These cars were valued at \$433,408 and were all of American manufacture. No foreign cars have been sold here in recent years. With the importation of cars during the past year insular officials say there are approximately 2,000 motor cars in the island, most of them in constant use.

In 1913 the number of cars brought into Porto Rico was 323, and their value \$406,440. From these figures it will be seen that there has been a marked decrease in the average price paid for motor cars sold here, the average price being under \$800. There is no demand here for high-priced cars. In 1914 there were 291 cars imported at a cost of \$320,680.

Automobile parts purchased in 1915 were valued at \$91,045; in 1914, \$70,025; and 1913, \$93,813.

Automobile tires showed a falling off during the past year as compared with the previous fiscal year. Tire imports for 1915 were \$251,426; for 1914, \$296,201; and for 1913, \$241,714.

Importations of motorcycles, bicycles, and tricycles have shown a decline for the past two years. These purchases for the 12 months ending with June, 1915, were \$27,377, as compared with \$43,967 for the previous 12 months and \$51,367 for the 12 months ending with June, 1913.

The motor car here is used as the chief means of passenger transportation, both private and public, about the island. There are regular motor lines running from San Juan to all sections of the island, and in many instances the fares charged are less than those charged by the railroads. Mail to about half of the towns of the island is delivered by motor, and most of the established motor lines operate an express and parcel-delivery service.

Recently the jitney has made its appearance here in competition with an interurban steam railroad running 5 miles between the towns of Catano and Bayamon. The railroad has carried 500,000 passengers a year and the fare has been 10 cents until the arrival of the jitney. Then the railroad cut the fare to 5 cents, but the jitney continues to get many passengers at the old fare of 10 cents.

INCREASED PRICE OF GAS IN LEEDS.

[Consul Homer M. Byington, Leeds, England, Sept. 2.]

The Leeds Corporation has increased the charge for gas to consumers by 6 cents per 1,000 cubic meters. The gas committee justifies the increase by stating that its coal contracts provided for an increase of 4s. (97 cents) per ton upon 1913 prices, and an increase of 5s. (\$1.21) per ton upon 1914 prices, which would involve an increased cost to the department of \$262,791. Further, it had to consider the increased cost of labor, etc.

SHIPPING AT MARSEILLE SINCE WAR.

[Consul General A. Gaulin, Marseille, France, Aug. 24.]

While there was a notable decrease in the total number and tonnage of ships entered and cleared at Marseille from August 1, 1914, to July 31, 1915, the navigation movement between this port and the United States was much more important than during the corresponding period of 1913-14, as shown by statistics obtained from the customhouse authorities. The arrivals and departures of cargo-laden vessels at Marseille from and for the United States during the two periods referred to were:

Period.	Entries.		Clearances.	
	Number of vessels.	Net registered tonnage.	Number of vessels.	Net registered tonnage.
August, 1913-July, 1914.....	81	145,852	77	271,108
August, 1914-July, 1915.....	203	609,253	50	200,871
Increase (+) or decrease (-) in 1914-15.....	+122	+463,401	-27	-70,237

The above statistics do not include vessels in ballast, which explains the large excess of entries over clearances.

American Flag Reappears—Traffic for Six Months.

A gratifying feature was the reappearance of the American flag in this port. No American merchant vessel had come to Marseille since 1906. This year thus far three have entered. Of the 203 ships which arrived from the United States from August, 1914, to July, 1915, 86 came from New York, 41 from New Orleans, 26 from Galveston, 20 from Baltimore, 14 from Newport News, 6 from Philadelphia, 3 from Tacoma, 2 from San Francisco, 2 from Port Arthur, 1 from Norfolk, 1 from Sabine, and 1 from Portland (Oregon).

According to statistics issued by the commander of the Port of Marseille, the maritime traffic during the first six months of 1915 (entries and clearances combined) was as follows: Number of vessels, 6,000; net registered tonnage, 7,251,573; merchandise tonnage, 4,019,099; number of passengers, 197,801. These figures represent, as compared with the corresponding period of the preceding year, a decrease of 2,664 vessels, 3,617,578 tons of registered tonnage, 940,063 tons of merchandise, and 25,297 passengers. Over 60 per cent of the decrease in the merchandise tonnage was due to the falling off in exports. Moreover, the first six months of 1914 had been a period of unusual activity in the foreign trade of the district.

SCARCITY OF MATCHES IN ENGLAND.

A prospective scarcity of matches, and the present shortage of wood used therefor, is noted by English newspapers. Consul Homer M. Byington, of Leeds, comments:

"Frequent criticisms are heard of the quality of matches now being sold, and a study of freight rates by American manufacturers might prove interesting in determining whether competition in this market could be inaugurated."

FAR EASTERN FREIGHT SITUATION.

[Consul General George E. Anderson, Hongkong, British China, Aug. 5.]

What the actual and more permanent results of the war in Europe upon Far Eastern freight rates are to be is decidedly problematical. Recent developments have rendered the immediate future of trans-Pacific freights particularly uncertain, and some of the more important shipping lines are modifying their services and changing their plans accordingly.

As indicated in previous reports from this consulate general, there has been a marked shortage in available tonnage in all services in the Far East since the beginning of the war in Europe. This shortage has continued upon practically all lines of traffic and without relief until within the past few months or so. With the coming of the slack summer season, however, notable changes have intervened. The first change came in a marked falling off in freights between the Far East and Europe, particularly in freights from Europe to the Far East. While there was enough of a demand for tonnage from the Far East to Europe to keep up the rates between these two parts of the world the demand largely became a one-way call for tonnage. It was in line with this tendency in freights that the Nippon Yusen Kaisha inaugurated a round-the-world service of ships from the Far East to London, thence returning to the Orient by America and the Panama Canal.

Heavy Cargoes from United States, but Little Return Freight.

Within the past few weeks the offering of freight for the United States by way of the Pacific Ocean has fallen off until for the present there is actually a shortage of freight for vessels in service in that direction. On the other hand, vessels from the United States to the Far East have more work than they can perform, and the shortage of tonnage on the outward voyage is almost as marked as it ever has been. It is anticipated that the offering of freight for the United States by way of the Pacific will again increase in October, in line with the usual course of this traffic, and after that time there will be a marked shortage of tonnage from the Far East to the Pacific coast. This shortage of tonnage heretofore has especially militated against trade in Chinese products, since most of the trans-Pacific steamer services were tied up with contracts covering the shipment of gunny sacks from India and similar lines of traffic.

While some of these contracts continue into the fall, conditions will so far change then that all lines of freight will probably be given a more equable share of available space. The Japanese shippers will doubtless be given preference on Japanese ships in case the shortage becomes acute, just as they have been during the acute shortage of the current season.

The American Line.

The most uncertain element in the entire situation is the question of whether or not the vessels of the Pacific Mail Steamship Co. will have to be taken off the trans-Pacific run as a result of recent legislation in the United States. Action so far taken by agents and others concerned in Eastern ports contemplates the complete cessation of the service of five ships by January, 1916, and of the sixth vessel by March 4.

The removal of these vessels from the trans-Pacific run will precipitate a situation of the gravest sort, involving a stoppage of practically all of the new business in the Far East obtained by American manufacturers since the beginning of the war, as well as interfering in a most critical way with American manufacturers obtaining certain raw materials in this part of the world. The shortage of tonnage for the fall and winter even with these vessels in service will be acute and serious and will profoundly affect all Far Eastern trade. Without these vessels the situation will become simply impossible.

Japanese Service.

One result of recent changes in the Far Eastern freight situation has been a change in the plans of the Nippon Yusen Kaisha as to its Panama service. It is now announced by agencies of this company that a new service, which includes the *Tsushima Maru*, *Toyooka Maru*, *Takata Maru*, *Toyohashi Maru*, *Tokuyama Maru*, and the *Toyama Maru*—all of 7,500 tons—and the *Kanagawa Maru*, the *Totori Maru*, the *Takushima Maru*, and the *Wasaka Maru*—all of 6,000 tons—will be established at once. This service proceeds on its round-the-world course not in the ordinary direction of from Yokohama to Panama and thence to New York and London, returning by the Suez route, but for the present it proceeds from Yokohama by way of Hongkong to London, thence to New York, and then to Panama and home.

This plan, it will be noticed, is directly in line with the present course of freight. The strong demand for tonnage from New York to Japan and the Far East for the oil and steel trades furnishes a basis upon which this service can be predicated. The present service of ships to and from Europe will serve the present ordinary trade to and from Europe, and this new service will supplement the present regular services by meeting the new and somewhat special demand for tonnage along these particular routes as developed by the war. This service, thus established under special and somewhat extraordinary conditions, will serve as the basis of the long-projected regular and subsidized service by way of Panama after the war.

The use of British vessels by the British Government in the movement of troops to and from India has given the Japanese lines serving that particular part of the world a great advantage, and extra ships have been added on both the Calcutta and the Bombay runs. The movement of freight from India to Hongkong on these services has been particularly heavy during the present year to date, and has contributed, in a measure, to the congestion of freight in this port during that period. Extra ships have also been added in the Japanese service to Australia by way of Hongkong. Japanese trade with Australia is being boomed in every way possible, special activity being shown in the efforts of Japanese interests in Hongkong to get in touch with connections of trade in Australia which formerly were German.

Increased Japanese Tonnage.

In connection with the extension of these services the general position of Japanese shipping in the far eastern freight situation merits attention. As a result of the war German and Austrian ships have been removed from the trade altogether, while a very large share of

British tonnage has been withdrawn temporarily to meet the military requirements of the British Government. The Japanese services, however, have been uniformly and largely increased. According to official statistics prepared at the end of March and published in Japanese newspapers, the number of Japanese steamers of over 20 tons was 2,128, and their total tonnage 1,585,912 tons, of which ships over 1,000 tons numbered 412, their total tonnage being 1,316,937. Of the total tonnage of 1,585,912, over 1,000,000 tons belong to the Nippon Yusen Kaisha, Toyo Kisen Kaisha, Osaka Shosen Kaisha, the Nisshin Kisen Kaisha, and the Nanyo Yusen Kaisha, and the rest, some 500,000 tons, belong to the Mitsui Bussan Kaisha, Mitsu Bishi, and other individual shipowners.

Of the vessels belonging to the individual shipowners, those capable of ocean navigation are now put on the ocean service, either on their own account or on charter, without any restriction of the Government, and such ships are now said to amount to 280,000 tons in all. According to Japanese newspapers, the tonnage of the contracts now being carried out in the construction of vessels in various shipyards amounts to 280,000 tons, to be finished early in 1917. With this tonnage launched the total of Japan's merchant marine will exceed 1,860,000 tons.

AMERICAN EXPERTS FOR CHINESE GOVERNMENT.

Through the assistance of the Bureau of Foreign and Domestic Commerce and Commercial Attaché Julean H. Arnold, at Peking, the Chinese Government has arranged for the employment of an American cotton-growing expert for that country. The expert selected is Mr. H. H. Jobson, assistant agronomist of the Texas Agricultural Experiment Station, at College Station, Tex. He has entered into a three years' contract.

The Chinese Government is striving to develop the resources and industries of that country, and the employment of a cotton-growing expert is one of the first steps toward an improvement in the production of cotton. At present China produces a considerable quantity of cotton, most of which is used in the home industries. In some years China exports a considerable amount of cotton to Japan, and with improvement in the staple and in methods of grading and packing, the foreign trade in cotton will largely increase.

Negotiations are also in progress for the employment of an American forestry expert by the Chinese Government. While there are many young Chinese who have been trained in forestry schools abroad, China has at present no person who is qualified to take charge of the institution of constructive work in reafforestation for the Chinese people, a most important matter for a country so badly deforested as is China. It is probable that this position will be accepted by a forestry expert now employed by the Philippine government.

The waterworks commissioners of Amsterdam, reports Commercial Attaché Erwin W. Thompson, are planning an extension of the waterworks system of that Netherlands city to supply an additional 750,000 gallons per day.

REPORT OF GÖTEBORG'S MUNICIPAL TRAMWAY.

[Consul Emil Sauer, Göteborg, Sweden, Aug. 7.]

The street railway system of Göteborg is of special interest, as it is owned and operated entirely by the municipality. There are 37.9 miles of track, all surface lines. An addition of 2.35 miles was made to the trackage during the year on the Kviberg-Landala line.

The rolling stock consists of 119 motor cars, 75 cars without motors, and 16 snowplows, brine barrels (mounted on cars for sprinkling rails to melt snow), repair cars, and cars with ladders. Of the motor cars, 111 are for passengers, 5 for freight, and 3 are bogies. Of the cars without motors, 24 are closed cars and 37 open cars for passengers, and 13 are open cars for freight and 1 a closed car for freight. The car mileage for the year was 3,657,136 for motor cars, 39,273 for locomotive cars for freight transport, and 870,675 for cars without motors, a total of 4,567,084 miles.

Employees and Fares.

The number of employees at the end of the year 1914 was 909 as against 807 at the close of 1913 and 258 in 1902. The first number includes 9 employed in the head office, 53 in the repair shops, 101 in the car sheds, and 746 for conducting the traffic, including motormen, conductors, watchmen, inspectors, etc.

The maximum cost of a fare, including as many transfers as is required to go over any section of the system, is 10 öre, or \$0.0268. Coupon books containing 10 fares are sold at 9 öre per coupon, and the fares of children are 6 öre and 5 öre. The number of fares of the various kinds collected was 27,311,613 in 1914, as compared with 25,653,574 in 1913 and 10,629,969 in 1902.

There were issued 10,302,000 transfer tickets in 1914, of which 8,614,975 were actually used. Besides the number of fares collected as above there were sold, in 1914, 610 season tickets good for 12 months and 3,094 good for 6 months, both nontransferable. The price of these is, respectively, 75 crowns (\$20.10) and 40 crowns (\$10.72). There were also sold 456 50-kronor (\$13.40) tickets, good only for some particular one of the several lines of the system.

Receipts and Expenditures.

The traffic receipts of the system for 1914 totaled \$708,800, which sum includes \$8,107 for freight, baggage, carrying mail, etc. In the balance sheet for the year there are added to the gross receipts from the traffic certain items for interest, rent, season tickets, and also unappropriated profits from the year 1912, making a total gross income of \$738,156. Expenditures amounted to \$526,981 and included such items as \$231,080 for operating expenses, \$16,612 for office expenses, \$120,154 for electric energy, \$71,672 for rolling stock, \$47,068 for trackage, and \$12,353 for car-shed and workshop expenses.

The net profits amounted to \$211,175. Of this \$109,478 was paid into the city treasury and \$86,376 was carried over to the stock account, leaving \$15,321 unappropriated. The net profits for the year 1913 were \$186,449. The causes of the decrease in 1914 were the higher compensation of the employees, allowances to employees mobilized for service in the army, and increased upkeep expenses.

ELECTRICAL SUPPLIES FOR SOUTHEASTERN CUBA.

[Consul P. Merrill Griffith, Santiago, Aug. 27.]

In Santiago de Cuba and throughout this consular district there is a constantly increasing demand for electrical supplies and apparatus of various kinds. Especially is this true in the interior of the district, where many improvements are being made on sugar plantations and new mills are being erected. Further, all cities of any size within this district are supplied with electric lights, and the plants are, in general, sufficiently large to furnish current for other purposes.

For several years the United States has dominated the Cuban market in this particular line of goods, but this does not alter the fact that the business may be considerably augmented now. [In the fiscal year 1914 the United States exported to all Cuba \$1,222,914 worth of electrical machinery, appliances, and instruments; in 1915 the shipments fell some \$250,000 below this, the exact figure being \$973,177, made up of: Batteries, \$43,084; dynamos or generators, \$34,669; fans, \$17,249; insulated wire and cables, \$166,026; interior wiring supplies, etc., including fixtures, \$119,350; arc lamps, \$2,107; incandescent lamps—carbon filament \$6,081, metal filament \$74,166; meters and other measuring instruments, \$57,657; motors, \$136,418; static transformers, \$45,779; telegraph instruments, including wire-less apparatus, \$548; telephones, \$76,079; all other, \$211,213.]

Market for Novelties.

There is a steady call for ordinary electrical supplies such as are in general use, and an excellent opportunity presents itself to create a demand for various kinds which are popular and of more recent development. Meters of alternating-current types and also transformers for lighting and power purposes are in use here, but such supplies are purchased direct from the United States and are not carried in stock by any of the local dealers.

The capacity of the Santiago plant is 2,300 kilowatts alternating current and 800 kilowatts direct. On the alternating current, the frequency of cycles is 60; phases usually used for motors, 3; and the voltage 110 and 220. The street railway voltage is 550 direct current.

[A very extensive series of reports on hydroelectric development and the outlook for augmented sales of electrical materials of all kinds has been prepared by American consular officers in various countries. As announced in earlier issues of COMMERCE REPORTS, the Bureau of Foreign and Domestic Commerce has arranged to place these reports (known as Hydroelectric Series Nos. 1 and 2), in manuscript form, in the industrial centers of the United States, where they may be inspected by manufacturers and exporters.]

VALUE OF COMMERCE REPORTS.

A business firm in New York City has just written to the Bureau of Foreign and Domestic Commerce: "Since receiving your Daily Reports we have obtained considerable business; in fact, we have done in direct trade about \$25,000 worth of business. We were also indirectly moved to open an office in Norway and a further one in Italy through the help of the bureau and the different consuls."

A FARMERS' COLD-STORAGE PLANT IN CANADA.

[Consul G. E. Taggart, Cornwall, Ontario, Sept. 9.]

A small and yet modern cold-storage plant has recently been completed at Morrisburg, Ontario (a town of about 1,900 inhabitants, in a prosperous dairy-farming community, and about 30 miles west of here on the Grand Trunk Railway between Montreal and Toronto).

The total cost of the plant was about \$22,000. It is equipped with a system of refrigeration and machinery from the Linde Canadian Refrigeration Co. of Montreal, costing \$4,000. The refrigeration machine carries a pressure of 115 pounds and a back pressure of 7 pounds, the whole system being charged with 500 pounds of liquid ammonia, which keeps the temperature as low as 10° above zero in August weather. There are eight storing rooms, 28 by 19 feet floor space each (45,000 cubic feet in all), all fitted with coils piped from the refrigeration machine. The claim is made that this enterprise is not only profitable, but is a boon to the farming community because of the low charges for storing. The argument is that any farmer can afford to store his products when the market is low instead of being at the mercy of the large cold-storage concerns. Some of the storage rates are as follows:

Apples, per barrel: First month, 12½ cents; succeeding months, 10 cents; season, 40 cents. Per box: First month, 5 cents; following months, 4 cents; season, 17½ cents.

Butter, per 100 pounds: Two weeks, 8 cents; one month, 14 cents; six weeks, 22 cents; succeeding months, 12 cents.

Cheese, per box: One week, 3 cents; two weeks, 4 cents; one month, 7 cents; six weeks, 11 cents; succeeding months, 6 cents.

Eggs, per 30-dozen case: One month, 10 cents; season, 40 cents.

Meats, per pound, chilled: First month, one-fourth cent; succeeding months, one-eighth cent; per pound frozen, first month, three-eighths cent; succeeding months, one-eighth cent.

Barrel meats, per barrel: One month, 15 cents.

Poultry, per pound: First month, three-eighths cent; succeeding months, one-eighth cent.

Vegetables, per bag: First month, 7 cents. Per barrel: First month, 12 cents; succeeding months, 10 cents.

The manager receives a subsidy from the Dominion Government of 30 per cent of the cost of construction and equipment, payable in installments, as follows: Fifteen per cent immediately on completion; 7 per cent at the end of the first year; 4 per cent at the end of the second year; and 2 per cent at the end of the third and fourth years, provided that the suitable temperatures are maintained.

California Grapes in Eastern Markets.

The packing of California table grapes in redwood sawdust for eastern markets (mentioned in Consular and Trade Reports for June 25, 1912, Apr. 21, 1914, and Jan. 15, 1915), costs 90 cents per 35-pound keg, says the State Board of Viticultural Commissioners. Freight and refrigeration to Chicago total 71 cents per keg. Last season some of these grapes sold as high as \$2.50 per keg f. o. b. California, though prices fluctuated considerably.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Flour, coffee, soap, and sugar, No. 18341.—This Bureau is in receipt of a letter from a business man in Mexico requesting the names of American dealers in flour, coffee, soap, and sugar. Further information may be obtained by addressing this Bureau.

Cement, iron and steel, etc., No. 18342.—A commercial agent of this Bureau reports that a gentleman from Brazil is interested in acting as a traveling salesman and commission agent in Brazil for a number of different American manufacturers. He is particularly interested in Portland cement, iron and steel, electrical supplies, glassware, colors, hardware, and wire.

Whisky, canned goods, gasoline, etc., No. 18343.—A business man from Argentina, now in New York, informs a commercial agent of this Bureau that he wishes to represent American manufacturers and dealers in whisky, canned goods, gasoline, alcohol, stationary supplies, printing material, hardware, corks, and barrels for wine. References given.

Filcs, rasps, saics, etc., No. 18344.—A firm in Switzerland desires to communicate with American manufacturers of files, rasps, saws, and other similar articles. Catalogues, price lists, and terms are solicited. References given.

Overalls, black shirts, etc., No. 18345.—A representative of a firm in Denmark wishes to be placed in touch with American manufacturers of overalls, suspenders, and black cotton shirts for workmen and firemen. Terms, cash against documents at New York.

Oil, paints, coke, No. 18346.—The American consul general in Chile submits copies of the Diario Oficial calling for bids on oil, paints, varnishes, and coke for Chilean State Railways. Copies may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices. (Refer to file No. 65004.)

Apparatus for making absorbent cotton, etc., No. 18347.—An American consul in the Near East reports that he has an inquiry for the names of firms in the United States making machines for preparing, making, and packing medicinal absorbent cotton.

Machinery, No. 18348.—A business man in Italy has requested the American consul to place him in touch with American manufacturers of machinery for making glove fasteners. A sample of the type of fastener to be made is submitted with the report, and may be examined at the Bureau or its branch offices. Terms, cash. (Refer to file No. 65368.)

Caustic soda, No. 18349.—One of the largest soap factories in Norway would like American quotations on caustic soda. The firm is also interested in prices of other articles needed in the soap industry such as potash, lye, and ammonia alkali soda ash. Cash terms are acceptable. Correspondence may be in English. References given.

Telephone wire, No. 18350.—An American consular officer reports that a Norwegian telephone company wishes to purchase 3,000 kegs (6,613.86 pounds) of sillicum bronze wire, the diameter of the wire to be .051181 inch in width with 40 per cent minimum conductivity, and 70 kegs (154,323.4 pounds) minimum breaking strain per square .03937 inch, the wire being according to British post-office inspection. It is stated that the company is absolutely reliable.

Porcelain tableware, No. 18351.—An American consular officer in Colombia reports that there is a shortage of porcelain table ware in that country, and suggests that if American manufacturers can put this ware on the market for prices ranging from \$14 to \$18 per set of 99 pieces, there is in all probability a good market here.

Carpet yarn, No. 18352.—A carpet firm in Switzerland requests American consular officer to place him in communication with American spinners in a position to deliver carpet yarns, such as Manila and Mauritius yarns. It states they have heretofore procured these yarns in shipments of 772 pounds for each number; for the wool Nos. 150, 450, and 600, and for the warp Nos. 600, 1100, and 1200. Quotations c. i. f. European seaport, cash against documents. Correspondence preferably in German.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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ENGLISH WOOL AVAILABLE.

[Cablegram from Consul General Robert P. Skinner, London, England, dated Sept. 17.]

Notice is given by the British War Trade Department that 125,000 bales, including 50,000 bales English wool, can be spared. Applications for licenses to export crossbred and similar wools to United States will be considered. Understanding is that all wools for American use must be consigned to United States Textile Alliance.

PRIZES THROUGH ONTARIO SAFETY LEAGUE.

[Consul Julius D. Dreher, Toronto, Canada, Sept. 16.]

With a view to educate children with regard to their safety the Ontario Motor League has offered, through the Ontario Safety League, cash prizes for the best composition upon "How Children May Help to Avoid Motor Accidents." The contest is open to children in the public, separate, and private schools of Toronto, Hamilton, Ottawa, and London, Ontario. There are two classes of prizes offered—for scholars under 12 and over that age. The eight cash prizes in each class range from \$1 to \$10.

LIMITED VALENCIA ORANGE CROP.

[Consul Claude I. Dawson, Valencia, Spain, Sept. 1.]

The consensus of opinion is that the 1915 orange crop in the Valencia district is of excellent quality but limited in quantity. The fruit is generally sound and comparatively free from insect pests, while the percentage of large sizes is high, which is in marked contrast to last season.

In the important Alcira district there is a noticeable shortage over last year. Many orchards show hardly a fifth of the usual production, a large number about half, while nearly normal conditions prevail among the majority.

[The Valencia orange crop of 1914 was estimated at 8,000,000 cases of 165 pounds each, or equal to about 16,000,000 American boxes of oranges.]

TARIFF CHANGES IN NEW ZEALAND.

[Telegram from American Consul General, Auckland.]

Under the provisions of a Government bill recently presented to the New Zealand Parliament, the following changes in the rates of import duty prescribed by the customs tariff of 1907 were put into effect provisionally on August 27, 1915: Kerosene, benzine, and gasoline, formerly apparently admitted free under the provision exempting from duty refined mineral oils not exceeding in specific gravity 0.870 at 60° F., are to be dutiable at 4 pence per gallon; the rate for wines containing more than 40 per cent of proof spirits is raised from 16 to 17 shillings per liquid gallon; electric generators, motors, lamps, and transformers are to be dutiable under the general tariff at 20 per cent ad valorem, instead of 15 per cent; the general rate on bicycles, tricycles, and motor cycles, and on fittings for such articles, is reduced from 30 to 20 per cent ad valorem, thus equalizing the general and British preferential rates; a rate of 10 per cent ad valorem (both general and preferential) is imposed on motor vehicles, formerly dutiable at 20 per cent ad valorem under both tariffs, and on gas, hot air, and oil engines, which were previously dutiable at 20 per cent ad valorem under the general and were exempt under the preferential tariff; chassis for motor vehicles, formerly entitled to free admission, are made dutiable under both tariffs at 10 per cent ad valorem. The rates prescribed by the British preferential tariff are applicable to products imported into New Zealand from the United Kingdom and from British colonies granting reciprocal tariff concessions.

[Upon receipt of a full report by mail, an additional article will be published on the subject. The above rates have been taken, as indicated, from a telegraphic report, and are subject to correction.]

WHALING AMALGAMATION IN JAPAN.

[Extract from Japan Chronicle of July 9, by Consul General George H. Scidmore, Yokohama; see also Daily Consular and Trade Reports for Mar. 8, 1913, and Dec. 30, 1908.]

There are now eight whaling companies in Japan with a total fleet of 31 vessels, of which 20 belong to the Toyo Hogoi Kaisha (the Oriental Whaling Co.). Off Kishu whales have become scarce, and the center of whaling operations has recently shifted northward from the waters about Kinkazan. As a matter of fact, the Oriental Whaling Co. has obtained a license for the establishment of fishing stations on Horomushiro, the northern extremity of the Kuriles, and in Taka Bay, Saghalien. Successful operations have thus become conditional upon distant expeditions, which require a large capital, and it is now reported that the eight whaling companies are considering amalgamation as a means to greater efficiency.

Classified List of Brazilian Stock Companies.

A classified list of the stock companies in the Brazilian State of São Paulo, with address and capitalization of each, has been forwarded by Consul Maddin Summers. This list, which embraces more than 150 names, may be examined at the Bureau or its branch offices. (Refer to File No. 66049.)

MORE HYDROELECTRIC POWER FOR ONTARIO.

[Consul Julius D. Dreher, Toronto, Canada, Sept. 14.]

In a report from this office on "More Electric Power from Niagara Falls" (see **COMMERCE REPORTS** for Sept. 1, 1915), it was stated that the increasing use of hydroelectric power in Ontario would soon render it necessary to obtain additional power to meet the larger demands of the Province. It is now authoritatively announced that plans for power development that will make the Hydro-Electric Power Commission of Ontario independent of all private developments and provide a supply sufficient, not only for the next few years, but for many years to come, were given final approval by the commission yesterday and sent on to the provincial government.

As outlined by Sir Adam Beck at London several months ago upon the opening of the first hydro-radial car line in the Province, the plans call for an initial development of 100,000 horsepower by utilizing the maximum head of power on the Niagara River, now undeveloped. The plants, it is understood, outline a possible supply from this source of 250,000 horsepower, and cover as well developments possible from the utilization of the Welland Canal spillways, which will add as much to the power supply of Ontario.

The plans are the result of over a year's work by the engineers of the commission, and for the guidance of the Government have been completed in great detail, with careful estimates of cost and production.

The construction of a great development plant in the Niagara district has become an urgent necessity by the rapid growth of the cheap power system in Ontario. Sir Adam Beck and his colleagues on the commission are facing the end of their present sources of supply. The 100,000 horsepower supply contracted for with the Ontario Power Co. at the Falls will soon be exhausted by the increasing demands of the municipalities, which even the big increase in the supply from new plants here and there in the Province will not meet. With the advent of hydro-radial (or rural) car lines on an important scale, the present supply will fall far short, and when that time arrives the commission must be in a position to furnish practically unlimited power.

CANADA IMPORTS FEWER EUROPEAN SARDINES.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 16.]

A review of the European sardine trade situation in Canada discloses these facts:

The present price quotations are from \$0.50 to \$1 higher than they were last year. Freight rates also have advanced considerably, and war insurance and the war tax increased the cost relatively more. It is estimated that all these charges have increased the cost of the European sardines by \$1 to \$1.50 a case, varying with the f. o. b. cost.

It is said that on the European coast the summer catch is just about at its height now and it is impossible to predict what the catch will be. The great difficulty at the present time is the irregularity of sailings. An effort was made by this office to place American sardines on the local market, but prices, including charges, did not for the present warrant their introduction.

NOTES FROM CHILE.

[Consul General L. J. Keena, Valparaiso, Aug. 19.]

Monthly Steamship Service Between Chile and Holland.

Notices transmitted by the consulate general of Holland in Chile state that at the end of the present month of August a monthly steamship service between Chile and Holland will be inaugurated by the Royal Holland Lloyd Steamship Co. The *Rollus* (3,950 tons net register) will sail from Amsterdam for Chile about August 30.

American Purchase of Nitrate.

According to reports published in the local press the Dupont Nitrate Co. has recently purchased in Taltal nitrate to the value of about 20,000,000 pesos Chilean paper currency (approximately \$3,250,000 United States currency).

Effect of Low Exchange London-New York.

Recent New York exchange quotations on London (\$4.645 sight Aug. 18) have given scope for discussion in governmental and financial circles as to the advisability of establishing Chilean gold currency on an independent basis.

The standard of Chilean currency is the gold peso of 18 pence sterling and in general gold appropriations made by the Government were in terms of pounds sterling. A recent American loan made to a municipality in Chile, in which the Government appropriation had been set in terms of pounds sterling, was granted in American dollars, the contract giving the pound sterling an arbitrary valuation of \$4.80 United States currency.

TRAFFIC ON THE ELBE.

[Consul Charles L. Hoover, Prague, Bohemia, Austria.]

With reference to the traffic on the Bohemian section of the Elbe for the first semester of 1915 the Prager Tagblatt for July 21 published the following statements:

The war has influenced the freight traffic on the Elbe in a high degree. Through the export embargo on articles which are transported over this waterway in normal times and through the falling off in the production of brown coal as a result of the reduced number of miners and the lack of rolling stock on the tributary railroads, the goods offered for shipment at the Elbe freight landings were materially less. In the first six months of this year the total of the goods shipped was 5,200,000 metric zentners [zentner=220.46 pounds], against 9,200,000 zentners for the like period in 1914. The reduction of the traffic therefore amounts to 4,000,000 zentners, or about 44 per cent. The largest falling off was in Bohemian brown coal, of which 4,200,000 zentners, or nearly 2,000,000 zentners less than for the corresponding months in 1914, were shipped.

Besides brown coal, the export over the Elbe was limited to comparatively small quantities of barley, malt, beans, bran, and oil cake. In January and February 100,000 zentners of barley were exported, but thereafter only a few small lots were shipped. The export of malt amounted to 40,000 zentners, against 140,000 in 1914. Furthermore, there passed through the customhouse at Schandau outward bound 90,000 zentners of beans, 30,000 of bran, and 32,000 of oil cake and linseed. The export of sugar, which generally plays an important part in the Elbe traffic, was limited to the small amount of 30,000 zentners, sent to neutral countries in January. In the first six months of the previous year there were, in comparison, 1,500,000 zentners loaded on the Elbe boats for export. The export of petroleum, which amounted to over 300,000 zentners in the first half of 1914, was cut off entirely. Further, the shipments of glassware, of which something like 50,000 zentners were shipped in the first semester of 1914, were entirely stopped. The shipment of beer also ceased, while in 1914 about 52,000 zentners were exported over the Elbe. The decrease in the export of lumber for this period amounted to over 100,000 zentners.

"GETTING ACQUAINTED" THROUGH HARBIN CONSULATE.

[Consul C. K. Moser, Harbin, China, Aug. 3.]

Trade-extension work in the Harbin district can not always follow the customary lines. Before the war the district was supplied principally with German, Russian, and Japanese goods; American goods are comparatively little known and but few American houses have made any effort to secure a market here. Difficulties in freight and shipping facilities, the low rate of the ruble during the present war, the unwillingness of American firms to extend long credits, and the unfamiliarity of Harbin firms with the language, the business methods, and the character of American trade are such as to hamper any large constructive policy in trade development.

The efforts of the Harbin consulate are therefore chiefly confined to introducing Russian firms to American firms by correspondence or American traveling representatives to local business men through personal interviews. It endeavors to be personally acquainted with the managers of every importing firm in the district. When traveling representatives come here it introduces them, interprets for them, and gives them such commercial information as may be useful or available. The result of this is that there is probably no order given by a local firm to an American house until the local firm has first consulted with this consulate as to its advisability and as to the terms that may be arranged.

Business That Resulted.

The results of trade letters and of the consulate's commercial reports are rarely reported directly and there is therefore nothing to show their actual value, except in certain cases where all the correspondence between the exporter and importer is conducted through this office. It has been ascertained, however, that in the quarter ending June 30, 1915, an order for \$25,000 worth of a well-known American shoe was placed after two weeks of daily interviews through a representative of this office. Watchcases, cocoa butter, cocoa, coffee, dried and canned fruits, roofing materials, pianos, and bicycle tubes were other American wares for which orders were placed during the quarter through the assistance of the Harbin consulate, and negotiations are pending for furnishing cranes, scales, and medical supplies to the local representatives of two important railways.

It is the aim of the Harbin consulate to assist in getting first orders placed, believing that after such introduction is accomplished the matter of subsequent orders depends upon the relations established between buyer and seller.

POPULATION OF VENEZUELA.

[Consul Homer Brett, La Guaira, Aug. 26.]

According to the census of 1891, the latest taken in Venezuela, the population was 2,323,527. Official estimates for March 31, 1915, place it at 2,812,668, the density for the entire country being 7 persons to the square mile.

During the month of March the death rate was 1.7 and the birth rate 2.3 per thousand.

REVIVAL OF ENGLISH JET TRADE.

[From the London Times.]

The war has caused a partial revival of the jet industry at Whitby. The Whitby jet trade, which in 1860 employed 1,000 men, and a dozen years later was estimated at something approaching \$500,000 in value, had fallen to very small proportions, owing to changes in fashion and to the introduction of foreign shoddy material. But the limitation of foreign trade, owing to the war, and the difficulty of obtaining sufficient black glass and other substitutes for bangles, brooches, hatpins, and dress ornaments, together with the prevalence of mourning, has created a fresh demand, and all the local workers are now again busily employed.

The decadence of this English jet industry was described by Consul Chase, at Leeds, in Daily Consular and Trade Reports of March 16, 1911, as follows:

Whitby, on the North Sea coast in this district, has been the home of the jet industry of England. Jet is still mined there and made up into ornaments for personal wear, but only to a limited extent. Fifty years ago it was a flourishing industry, giving direct employment to 1,500 people in Whitby; now not over 30 are engaged in its production, generally old people, and no others are taking it up. The price of rough jet has fallen in that time from 25 cents an ounce to from 75 cents to \$2.90 per pound.

One old Whitby worker now plies his trade in Leeds and exposes his wares for sale at the city market twice a week. He is the only one so engaged in this city. Some Spanish jet, which is harder and more brittle than the English variety, is imported into England. Fashion has decreed the disappearance of this once important industry of Whitby.

CANADIAN GOVERNMENT DEFINITION OF MIDDINGS.

[Consul Felix S. S. Johnson, Kingston, Ontario, Aug. 30.]

The Canadian commercial feeding stuffs act of 1909 recognizes two classes of feeds: First, those that have a more or less constant composition and can be defined by fixing limiting values; this class has generally been held to include bran, shorts, middlings, and so-called chop feeds. Second, those that are manufactured according to a formula devised by the manufacturer and considered as proprietary products; such feeds may be sold only under the registration number granted by the Dominion Department of Inland Revenue and are known on the market as registered stock feeds.

The limiting values fixed for shorts or middlings were determined by the analysis of a large number of samples purchased under these names, and the conclusion reached was that shorts and middlings must be regarded as practically the same thing, must have a minimum content of 15 per cent of protein and 4 per cent of fat, and contain not more than 8 per cent of fiber.

AMERICAN INDUSTRIES IN ENGLAND.

[Consul Ross E. Holaday. Manchester, England, Aug. 25.]

Among the 100 firms which have established works at Trafford Park—a 1,200-acre estate adjoining Manchester Docks—during the last 18 years are a number of American concerns. These are engaged in diversified manufacturing. An American motor car company has a chassis assembling plant with a daily output of 100 cars, and another building for constructing complete bodies for the cars. A Niagara Falls company has opened a carborundum works. A southern cotton oil company has large mills here. Two American concerns have rubber reclaiming works at Trafford Park. An English company established a glucose works here several years ago and are now, of course, competing with American manufacturers of glucose who ship to England.

[Exports of glucose from the United States to the United Kingdom, by recent fiscal years ended June 30, have been as follows: 1913, 117,809,079 pounds; 1914, 127,202,357 pounds; 1915, 99,085,151 pounds.]

A Canadian company has a register works at Trafford Park, while domestic industrial enterprises are very numerous here. An English textilose company manufactures yarn as a jute substitute out of wood pulp. Electrical cranes, electric cables, lead pipe, chemicals, etc., are produced in various factories.

The Port of Manchester Warehouses (Ltd.) have recently provided storage facilities at Trafford Park totaling 150,000 tons' capacity. Part of this is for raw cotton, which is stored in fireproof safes, erected on a new principle. In fact, the superiority of this type of cotton warehouse was so obvious that last autumn the New Orleans Harbor Board sent its engineer to Trafford Park to study it. The result is that the model cotton warehouses now being erected at New Orleans [described in Daily Consular and Trade Reports for March 19, 1914] are all on the "safe" principle.

A belt railway connects the factories in Trafford Park with the rails of the Manchester Ship Canal, and all export and import traffic is handled at the nominal charge of 12 cents per long ton. This eliminates all the cartage and handling charges which are usually payable at most English ports. Nowhere else in the United Kingdom can merchandise be handled between general cargo steamers and factories at so low a cost.

RAILWAY EARNINGS IN VENEZUELA.

[Consul Homer Brett. La Guaira, Aug. 25.]

The 12 railways in Venezuela have a total length of 860 kilometers (534 miles) and a total invested capital of 195,213,364 bolivars (bolivar = \$0.193). For the first three months of 1915 income amounted to 3,580,356 bolivars and expenditures to 1,821,622 bolivars, leaving a net operating income of 1,758,733 bolivars. Of the entire income 571,702 bolivars was from passenger traffic. Two of the smaller roads showed a net loss for the period. To complete their contracts with the Government three of the railways have yet to construct, respectively, 37 kilometers, 42 kilometers, and 23 kilometers of line.

HONOLULU TO HAVE NEW COALING STATION.

[Clipping from Pacific Commercial Advertiser for Aug. 27, transmitted by A. P. Taylor, correspondent.]

A coaling plant ten times the size of the present one will be erected by the Inter-Island Steam Navigation Co. on the Kalihi side of the harbor. A report to this effect was carried to officials of the navigation company yesterday and confirmed. It was said that they had just closed a contract for the construction of the plant with the C. W. Hunt Co. of New York City. Construction will proceed rapidly. By the time the dredging has been finished the plant material will have arrived and the towers may be erected simultaneously with the dock. It is planned to have the plant completed and in operation by July 1 of next year.

The new station will have 165,000 tons storage capacity (the capacity of the present plant being 25,000 tons) and will consist of two unloading towers, each with a capacity of 200 tons per hour. There will be a traveling bridge with a span of 160 feet, carrying coal-reclaiming machinery with a capacity of 250 tons an hour. There will be installed a coal reloading equipment to coal vessels of any size alongside the dock. The coaling berths will accommodate seven vessels alongside the pier. Six may be coaled at the same time. Any vessel that can enter the harbor can be accommodated.

At the end of the pier will be large elevated storage bunkers for immediate delivery to vessels at the dock. The coal as it passes into vessels will be weighed by a registering apparatus. The entire system will be electrically operated, including the coal transfer system with its cars. The wharf will be of the most modern and permanent type. The material in it will be reinforced concrete. The cost of the improvement is apportioned in the following manner: Land, \$350,000; dredging work, \$200,000; wharf, \$150,000 or \$200,000; plant, \$200,000 or \$250,000.

GEORGIAN CIRCUIT FOR AUTOMOBILES OPENED.

[Consul R. B. Mosher, Victoria, B. C., Canada, Aug. 23.]

The Georgian Circuit is a 500-mile scenic and utilitarian highway, and is an important step in an international good-roads movement, which has been conceived and fostered by a few far-sighted, public-spirited citizens of Victoria, Vancouver, Seattle, and Tacoma.

The circuit tour in order of leaving Victoria is as follows: Victoria, B. C., Port Angeles, Wash., Port Townsend, Wash., Olympia, Wash., Tacoma, Wash., Seattle, Wash., Everett, Wash., Bellingham, Wash., Blaine, Wash., New Westminster, B. C., Vancouver, B. C., Nanaimo, Vancouver Island, B. C., Duncan, Vancouver Island, B. C., and Victoria, Vancouver Island, B. C. This tour includes two ferry services, one between Vancouver and Nanaimo and the other between Victoria and Port Angeles.

By taking in the side trips the distance may be increased to 1,400 miles. Customs officials on both sides of the line are courteous and little or no delay is occasioned.

FOREIGN TARIFFS.

ARGENTINA.

[Boletín Oficial, July 21, 1915.]

Standards for Forage Plant Seeds.

An Argentine decree of July 5, 1915, which is to go into effect six months from that date, prohibits the importation into Argentina of consignments of alfalfa seed and other forage-plant seeds containing more than 10 grains of dodder per kilo, or those of a germinal power (valor cultural) of less than 60 per cent. Shipments of such seeds are to be analyzed by the Argentine agricultural authorities upon importation, and, if they are found not to comply with the requirements, must be returned to the country of exportation or placed in a warehouse designated for the purpose and cleaned at the expense of the importer; otherwise the consignment is to be destroyed without remuneration. The importation of such seeds is limited by the decree to the ports of Buenos Aires, Rosario, and Bahía Blanca.

[Boletín Oficial, July 22, 1915.]

Exemption of Military Firearms.

According to an Argentine decree of July 21, 1915, the exemption from import duty prescribed by the customs tariff for firearms for military use, and munitions therefor, is to be limited to firearms imported by the Government for purposes of national defense and those of a kind adopted by various foreign nations for use in their armies. Ammunition, as well as apparatus necessary for the transportation and efficient operation of such guns, is to be entitled to free admission. Under the former interpretation of the tariff provision exempting military supplies from duty, free admission was extended to guns of any model having a bore of more than 5 millimeters and a projectile of weight exceeding 5 grams, as well as to ammunition and accessories therefor. Authority must be obtained for the importation of munitions of war not consigned to the Argentine Government.

[Board of Trade Journal, Aug. 26, 1915.]

Duty on Rice.

According to a recent ruling of the Argentine Minister of Finance, "cargo" or partly cleaned rice is to be dutiable at 27 per cent ad valorem, the rate prescribed for articles not specified in the tariff, including surtax, instead of under tariff No. 119, which provides for a duty of 0.005 peso per kilo (\$0.22 per 100 pounds) on rice in the husk. Rice prepared for immediate consumption is dutiable under tariff No. 118 at 0.02 peso per kilo (\$0.875 per 100 pounds).

BRITISH HONDURAS.

[Gazette Extraordinary, Sept. 2, 1915.]

Temporary Exemptions from Duty.

Under authority conferred by the War Tariff Ordinance, 1914, the governor of British Honduras, by an order of September 1, 1915, declared the following products exempt from import duty for a

period of three months from that date: Iron roofing and guttering, including pipes and other accessories therefor; linseed oil; paints and varnishes, including driers. The suspended duty on the above articles is 15 per cent ad valorem, the rate applicable to articles not specified in the tariff.

By another decree of the same date a specific duty of 1 cent (\$0.01) per pound on lard was substituted for the rate of 15 per cent ad valorem formerly applicable.

CANADA.

[Customs Memorandum 1947B, Sept. 9, 1915.]

Prohibition of Animal Products from United States.

The regulations governing the importation into Canada of certain animal and other products, originally promulgated May 9, 1915, have been annulled, and new regulations, which are to continue in effect for three months from September 9, 1915, prescribed. The importation of animals, or of the flesh, hides, wool, hoofs, horns, or other parts of animals, as well as of hay, straw, fodder, or manure, is now prohibited from the following States and from Alaska and the District of Columbia: Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, South Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin. Exceptions to the above prohibition are made, as shown in the following paragraphs:

Dogs, cats, pet birds, live pigeons, menagerie or wild animals (except deer), and in certain cases horses are not subject to the above restrictions, and live poultry may be admitted when accompanied by affidavit from the shipper stating that the same is the product of a State not under Federal quarantine. One-day-old chicks are to be admitted without restriction, but importation of any poultry in crates containing hay or straw is prohibited. Cured and cooked meats, lard and tallow, and butter and eggs are to be entitled to unrestricted entry.

Dressed meats, live poultry, hay, hides, and wool will be permitted to pass through Canada in bond in sealed cars, when en route from one point in the United States to another, after satisfactory disinfection at the Canadian port of entry.

The following products may be imported when accompanied by the required certificate from an official of the Bureau of Animal Industry, United States Department of Agriculture, or other designated officer: Dressed meats, fresh or cured; dressed poultry; milk and cream; wool and hair; hay and straw for packing. Feathers securely packed and consigned to manufacturers will be admitted if accompanied by shipper's affidavit that they are not from infected premises. The importation of hides and of dressed hogs is permitted under certain circumstances.

Hides, wool, and hair from countries other than the United States may be admitted into Canada from this country when accompanied by affidavit from the shipper that the consignment is of foreign origin and has not been in contact with domestic hides.

Animals and animal products, also hay and straw, may be imported from the following States when accompanied by an affidavit showing their origin and stating that they have not been unloaded en route in any State not included in the list: North Dakota, South Dakota, Montana, Washington, Oregon, Idaho, Wyoming, Nebraska, Colorado, Utah, Nevada, California, Arizona, New Mexico, Oklahoma, and Texas. Hay (other than for packing) may also be admitted from parts of Michigan and from Vermont.

[A copy of the new regulations is on file in the Bureau of Foreign and Domestic Commerce, and will be loaned to those interested upon application.]

SALVADOR.

[Diario Oficial, Aug. 17, 1915.]

Mill Certificate for Flour Shipments.

A presidential decree of August 16, 1915, provides that consular invoices for flour exported to Salvador be accompanied by a certificate from the mill, giving the brand and the quantity and quality of the consignment, such certificate to be viséed by an agent of the pure-food authorities of the country of origin. Salvadorian consuls are instructed not to legalize invoices for flour shipments unless the above requirement be observed.

AMERICAN TYPEWRITERS POPULAR IN BURMA.

[Consul Maxwell K. Moorhead, Rangoon, Burma, July 16.]

During the fiscal year ended March 31, 1915, 317 typewriters, valued at \$16,750, were imported from all foreign countries into Burma, according to official figures supplied by the Chief Collector of Customs, Rangoon. Of this total the United States supplied 197 machines, valued at \$9,780, and the United Kingdom 113 machines, valued at \$6,540.

These figures do not fully represent the number of American typewriters imported, as many machines are brought into Rangoon from agencies in Calcutta and Bombay and are recorded in the customs returns under "All other machinery" imported from India. From statistics gathered from the sales books of principal dealers approximately 600 American typewriters were sold in Burma during the calendar year 1914, as opposed to 500 in 1913.

IMPROVING VENEZUELAN TRADE.

[Consul Homer Brett, La Guaira, Aug. 25.]

That Venezuelan merchants are adapting themselves to changed commercial conditions is evidenced by the fact that while the imports at La Guaira for the last six months of 1914 were only 7,169,990 bolivars (bolivar = \$0.193) for the first six months of 1915 they amounted to 16,000,000 bolivars.

For the first-named period merchandise to the value of 3,237,129 bolivars came from the United States, while the corresponding value for the second period was only slightly less than 10,000,000 bolivars.

During the fiscal year ended June 30, 1915, 160,606 sacks of coco and 141,793 sacks of coffee were exported from La Guaira.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

- Orchids and bulbs*, No. 18353.—A report from an American consular officer in India states that a firm in his district desires to obtain a market for Burmese orchids and bulbs in the United States. It wishes to advertise in gardening papers and periodicals that specialize in matters pertaining to plants and flowers. It is suggested that editors of such papers send their rates for advertising.
- Caustic soda*, No. 18354.—A firm in Italy wishes to establish commercial relations with American firms dealing in caustic soda and other chemical products. References given.
- Vegetable drugs*, No. 18355.—A firm in the United Kingdom informs an American consular officer that it is in the market for large quantities of American vegetable drugs and desires to communicate with firms selling cascara bark, sassafras bark, mandrake root, ononymus bark, bayberry bark, slippery elm bark, and other similar drugs.
- Piano parts*, No. 18356.—An American consular officer in India reports that a firm in his district desires to communicate with American firms dealing in piano strings, wires, etc. Catalogues and price lists are solicited.
- Paper, pencils, and ink*, No. 18357.—A report from an American consular officer in Greece states that a local firm desires to be placed in communication with American manufacturers of white paper not of wood pulp, white paper of wood pulp, white paper for newspapers, cellulose paper glazed on one side, paper for posters, paper for making different kinds of envelopes, pencils, ink, and erasers. It is requested that samples of these papers, together with dimensions and quotations, be forwarded at once, as American paper is practically unknown in that market. Quotations should be, preferably, c. i. f. Patras or f. o. b. New York.
- Household specialties*, No. 18358.—An American consular officer in South Africa transmits the name of a man who desires to secure the sole agency and representation of American manufacturers of household specialties. Catalogues, price lists, and literature are requested. Correspondence may be in English.
- Stationery*, No. 18359.—An opportunity exists for the sale of American stationery, printed and lithographed, in South Africa, according to a report submitted by an American consular officer. Large business firms have requested that catalogues, price lists, and other literature be sent at once. Samples showing the character of the work required, but which must be of a better quality, is submitted. (Refer to file No. 64975.)
- Glassware*, No. 18360.—A traveling salesman in France would like to be placed in direct communication with American manufacturers of glassware with a view to becoming an agent. He is particularly interested in lamp chimneys and an illustration of the kind desired is submitted with the report, and may be examined at the bureau or its branch offices. (Refer to file No. 64784.) Correspondence should be in French.
- Match-making machinery*, No. 18361.—A man in the Far East informs an American consul that he contemplates building a match factory, and desires that American manufacturers of match-making machinery send catalogues, price lists, and any other literature of interest.
- Photographic paper*, No. 18362.—There is a demand in Italy for photographic paper, samples of which have been forwarded by an American consul, and may be inspected at the bureau or its branch offices. (Refer to file No. 65369.) Samples and prices, c. i. f. Naples, should be furnished the consulate.
- Electrical supplies*, No. 18363.—A report from an American consular officer in Spain states that a firm is in the market for metal parts for electric light bulbs manufactured by American firms. Prices and catalogues are requested immediately. Correspondence should be in French or Spanish.

Nickelin and plated copper sheet, No. 18364.—A company in Switzerland engaged in the manufacture and sale of plumbing and sanitary supplies, central heating, etc., has requested an American consular officer to place it in communication with American manufacturers of nickelin and plated copper sheet; that is, copper sheet rolled with nickel (not electro-nickel plated), such as is used in the manufacture of scullery sinks. Correspondence may be in English.

Drugs, etc., No. 18365.—An American consular officer in Japan reports that a firm desires to import industrial drugs and raw materials for paper manufacture. It states that if favorable connections can be secured business will be transacted on a basis of confirmed letters of credit.

Coal, No. 18366.—A firm in Chile desires to communicate with American exporters of coal suitable for household use. Imports will be made, if qualities and prices are suitable, in cargo lots. The firm is disposed to place a sample order for 500 tons at once. It is stated that steamers arriving at Chilean ports with coal would have no difficulty in obtaining return cargoes of nitrate or minerals for the United States.

General merchandise, No. 18367.—An American consular officer in India reports that a firm of importers and commission agents desires to correspond with American manufacturers of glassware, glass beads, cutlery, toys, imitation gold and silver thread, bronze powders, papers, and sundry goods. Correspondence may be in English.

Fiber boards, No. 18368.—A report from an American consular officer in the United Kingdom states that a British manufacturer desires to obtain various qualities of grained fiber boards. Firms interested should submit samples and prices. Samples of the fiber boards desired may be inspected at the Bureau or its branch offices. (Refer to File No. 65593.)

Epsom salt and magnesium sulphate, No. 18369.—A commission firm in Portugal is in the market for large quantities of epsom salt and magnesium sulphate. Terms cash against documents, and firm desires telegraphic offers through the American consulate. References given. Correspondence may be in English.

ALGERIA'S FRUIT PRODUCTION.

[Consul Dean B. Mason, Algiers, Aug. 18.]

No statistics are compiled nor estimates made by the Algerian Bureau of Agriculture as to the production of citrus fruit in this colony, and since an important part of the crop is raised by small growers for local consumption, it would be extremely difficult to obtain even approximately accurate private information on this subject.

The only statistics as to Algerian citrus fruit relate to the quantities exported and are furnished by the customhouse. These showed shipments of 10,154,940 pounds of mandarins and 4,387,420 pounds of oranges and lemons during 1914; in 1913 the corresponding figures were 10,579,100 pounds and 4,174,675 pounds. With the exception of 1,100 pounds of mandarins which were exported to foreign countries the citrus fruit shipped from Algeria in 1914 went to France.

Since many of the citrus trees in Algeria are scattered in gardens, orchards, and fields, no statistics as to area planted are kept.

Improvement of Philippine Copra.

The new committee appointed by the executive government at Manila to study the copra or coconut-meat industry in the Philippines is making its investigations. Attention has been called to the higher quality of copra produced in Ceylon, and it is estimated that if the Philippine copra were cured as carefully it would bring \$1,500,000 more income.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Navy Department supplies, No. 2632.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until October 5, 1915, for the following material: Bidders should make application to the Bureau of Supplies and Accounts, giving the schedule numbers desired: Schedule 8760, tinned salmon, and crated tea in half chests; schedule 8777, duster brushes, dust and floor-sweeping brushes, and paint brushes; schedule 8778, angles, bar, channels, and sheet steel; schedule 8779, emery cloth, lard oil, padlocks, and ships' fishing seines; schedule 8780, geared head lathes, 18 inches by 8 feet and 16 inches by 6 feet; metal boring and turning mill, 12 feet, and trimming press; schedule 8781, turntable lathe, 2½ by 26; schedule 8782, upright drills, 21 inches; double emery grinders, 12 inches; screw-cutting engine lathes, and crank shapers, 16 inches; schedule 8783, white ash, basswood, beech, cedar for boat builders' use, Port Orford cedar, white cedar, cypress for boat building, Louisiana red cypress, Douglas fir, common hickory, laurel, mahogany, white oak, North Carolina pine, yellow pine, yellow poplar, and redwood; schedule 8784, steel tanks, 8 feet by 6 inches, and metal-file units; schedule 8785, wheat flour in export bags; schedule 8786, salt; schedule 8788, rubber gaskets, test pumps, gimbal rings, and special square-hole socket wrenches; schedule 8789, chain cable; schedule 8790, seamless drawn-steel pipe; schedule 87895, paint brushes, rubber hose, 2½ inches; rubber hose to wash deck, 1½ inches; motor-boat lights after range; white sail cotton thread, 4-ply flax twine; and brass valves for hose gate; schedule 8796, alcohol in tank cars, drop black in oil, Prussian blue in oil, lampblack, white lead in oil, litharge, amber-colored mineral oil, and whale oil; schedule 8797, fog bells for power boats, emery cloth, expanders for hose couplings, scaling hammers, copper-cut nails, long-grain spelter solder, and steel wire rope thimbles; schedule 8798, wrought iron for blacksmith's use and steel floor plates; schedule 8799, clear cypress, firsts and seconds; hickory, firsts and seconds; sound oak, yellow pine, No. 2; white pine, No. 2; Virginia pine and N. C. partition pine; schedule 8800, A. C. fans, 110 volts, 60 cycle; rubber-covered wire, solid and single; lighting and power duplex wire; and ship-lighting cable; schedule 8801, galvanized steel conduits, interior communication cable, telephone cable, single-conductor plain cable, double conductor wire, plain twin-conductor wire, and leaded and armored twin-conductor wire; schedule 8802, hydraulic turbine tube cleaners, and check, angle, globe brass valves; and schedule 8803, fine Albany, Jersey fire, Lumberton molding, heavy molding, light molding, and iron core sand. Bids will be received until October 12, 1915, for the following articles: Schedule 8761, tinned prunes; schedule 8765, main revolution and secondary, and revolution log and register counters, torsion meters; schedule 8766, electrically-driven pumps and valves; and schedule 8767, electric-traveling 20-ton crane and foundry crane; schedule 8787, steel-wire rope, ½ inches, and double-purchase winches; schedule 8791, flour in export bags, flour in tins; schedule 8792, Class A steel and Class B steel; schedule 8793, rubber ferrules for tables, etc., garden hose ½ inches, sheet lead, and water-closets for ships; schedule 8794, loofa sponges; and schedule 8804, auxiliary condensers, boiler injectors, single-acting air pumps, fuel oil pumps, and feed fire pumps with valves. Bids will be opened October 19, 1915, for schedule 8762, tinned peaches and tinned pears.

Construction work, No. 2633.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until October 13, 1915, for the construction complete (including mechanical equipment, lighting fixtures, and approaches) for the United States post office at Naugatuck, Conn. Drawings and specifications may be obtained from the custodian of the site at Naugatuck or at the Washington office.

Riprap bulkhead, No. 2634.—Sealed proposals will be received at the office of the lighthouse inspector, Tompkinsville, N. Y., until October 4, 1915, for furnishing labor and material for building a riprap bulkhead wall and making repairs to the jetty at Point Comfort Light Station, Keansburg, N. J. Blank proposals and particulars may be obtained by addressing the above office.

Construction work, No. 2635.—Sealed proposals will be received at the Supervising Architect's office, Treasury Department, Washington, D. C., until October 7, 1915, for the construction complete (including mechanical equipment) of medical officers' quarters at United States Marine Hospital, Wilmington, N. C. Drawings and specifications may be obtained from the custodian at Wilmington or at the Washington office.

FRENCH FIRMS COMBINE IN EXPORT CATALOGUE.

The Bureau of Foreign and Domestic Commerce is in receipt of an export catalogue of French industries which should prove of great interest to American manufacturers and importers, as it shows the great energy of the French manufacturers and their determination to stay in the export field notwithstanding the great difficulties caused by the European war. The catalogue contains announcements in detail of 548 manufacturers from all parts of France. It advertises 1,602 different kinds of articles, and almost all the announcements and advertisements are printed in three or four languages. Some are even printed in eight languages, including Greek, Japanese, and Chinese. Notwithstanding the general standstill of business, owing to the war, the catalogue, which in its 1913-14 issue contained only 191 pages, contains 247 pages in its 1915 edition. It forms an excellent guide to French manufacturers, and may be consulted at the Bureau or its branch offices.

VEGETABLE SOAP FOR THE MOROS.

In a recent communication to Gov. Carpenter, of the Department of Mindanao and Sulu, the Philippine Manufacturing Co. states that the company "is now in a position to supply you with soap to meet the requirements of the Moros. We are taking special care in the manufacture of this soap, which we guarantee to meet all the requirements of the people of your country in so far as their religion and other considerations are concerned." The use of animal fats by Mohammedans is forbidden.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 406 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

A new hosiery manufacturing enterprise at Derby, England, is reported by Consul Hitch; it is the Derwent Hosiery Co., Ltd., capitalized at \$100,000.

GROUSE SHOOTING IN GREAT BRITAIN.

[Consul Augustus E. Ingram, Bradford, Aug. 19.]

The 12th of August is the opening day for the grouse-shooting season, but this year there has not been the usual rush to the Yorkshire moors and to Scotland. Many of the large shootings, especially in Scotland, have not been let, and even where proprietors have been successful in securing tenants they have had to accept considerably lower rents.

In order to prevent overstocking of the moors, which is apt to result in damage being done to crops by the game and also in the spread of disease among the birds, the House of Lords introduced a bill to open the season earlier than the established date, but it did not become law. Lord Lovatt, speaking in the House of Lords, said that the total grouse rents of Great Britain amount to nearly a million pounds sterling (\$4,866,500) per annum, and "over and above that the amount spent by strangers, who are often foreigners, is probably an equivalent sum. The rental per acre of grouse moors is often ten times as much as the rental per acre for grazing."

Donated to Charity—Effect on Crops.

It is said that in an average year about 2,000,000 grouse are killed, and at a time like this when prices of meat have risen so considerably it would be wrong to allow such a supply of food to be wasted. Moreover, in many instances wise and charitable arrangements for the disposal of the birds have been made, the King, for example, having given orders that all game killed on his own moors, with the exception of that required by the Royal household, shall be distributed among the naval and military hospitals.

In regard to the suggestion that the curtailment of shooting might result in an unusual number of birds to prey on farmers' crops, it is perhaps of interest to state that complaints of such damage in Yorkshire have been rare. Grain-eating birds like the pheasant and partridge are not preserved to so large an extent as grouse. The grouse keep closely to the great tracts of heather on the moors and offer little or no menace to farm crops.

JAPANESE INTEREST IN CHINESE CURRENCY.

[Extract from Japan Times of Aug. 10, by Consul General George H. Scidmore, Yokohama.]

A petition is reported to have been filed by some sections of the Japanese business men interested in Manchuria and Mongolia with the Ministers of Finance and Agriculture and Commerce for the unification of currency in those Provinces. For some time past they have been conferring among themselves as to the improvement of the chance presented by the conclusion of new treaties between Japan and China, as a result of which the petition has apparently been lodged with the two ministries. In the statement presented it is said to have been stated that the irregularity of the currency system in China, the northern Provinces in particular, is one of the greatest obstacles in the way of the Japanese merchants who desire to have to do with those two northern divisions of China.

COMMERCE REPORTS



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ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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No. 222 Washington, D. C., Wednesday, September 22 1915

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AMERICAN DRUGS IN HONGKONG.

[Consul General George E. Anderson, Hongkong, Aug. 4.]

There has been a material increase in the import of American drugs and various of the finer chemical products into Hongkong within the past few months, and the indications are that this trade may be further increased materially. The import of drugs into China is very heavy. In 1914 medicines were imported into China to the value of \$2,756,356, and chemicals, not including dyes and paints and the like or match-making materials or soda, were imported to the value of \$280,535. Of the medicines, about 60 per cent were imported through Hongkong, while of the chemicals the largest share came direct from Germany. Of both medicines and chemicals an increasing share has been coming from Japan. There is also a large import of all such goods into Hongkong for export to other parts of the Far East than China, perhaps a quarter of a million dollars gold covering this additional trade into or through this port.

High Grade and Cheap Goods.

Of the imports of medicines into China other than Hongkong Japan furnished nearly half, and this fact illustrates the situation in the general drug trade of Hongkong and south China at the present time. The United States has had a fair share in this trade, directly or indirectly, for a number of years, but the American goods are of high grade and are made for the higher class trade only. A very large share of the American goods are imported through London export houses and are credited to Great Britain in trade returns. A large share of the goods imported from Japan also are directly or indirectly or partially of American manufacture.

However, there remains in the trade a line of demarcation quite plain between high-grade goods made for the better class trade and a much cheaper line of goods which are sold to the Chinese trade in China and for the use of native peoples generally, including the Filipinos in the Philippines, where a large share of Japanese drugs and chemical products have been introduced by the sheer force of cheapness, without regard to quality of the products. This cheap line of goods is being manufactured in Japan in largely increasing quanti-

ties. Considerable quantities of cheap drugs and chemical products were imported from Germany before the war which Japan now is attempting to supply.

Of the better grade goods, also obtained from Germany before the war, the United States now has much the larger share, though the goods are being bought at greatly enhanced prices over those obtaining in Germany or even in the United States before the war. Great Britain is supplying some lines of drugs and chemicals not of British manufacture before the war, but the larger share of the changed trade has gone to American manufacturers. The chief problem in connection with it is as to the line of cheap products turned out by Japanese concerns and the difficulty of meeting competition among native peoples with high-grade goods, whose real value and real economical nature are not appreciated by ignorant and susceptible buyers.

Classes of Goods in Demand.

The United States is now being called upon for salicylic acid, carbolic acid in its various forms, opium preparations, and preparations like lysol and sanatogen, aspirin and phenacetin, sulphate of copper and other copper preparations, silver preparations, acetate of lime in various forms, preparations of lead of various forms, potash combinations, ammonia in various forms, heavy alkalies, and all similar goods. Citric and tartaric acids, tannic acid, cod-liver oil and its preparations, alum, sulphuric acid, hydrochloric acid, chloride of lime, Epsom salts, and similar goods, which heretofore have always been bought in Great Britain by Hongkong importers, are now being obtained from the United States, where they can be had at all. American firms now have about all the trade in quinine, the supply of which the United States at present seems largely to control. It also has about all the trade in santonine, since aside from the United States the chief source of this drug is Germany, where it is made from materials obtained in the country about the Black Sea.

The United States also is called upon to supply saltpeter and sulphur, although Japan is supplying a considerable quantity of both, and in nearly all of the above lines Japanese manufacturers are attempting to secure trade. Japan is exporting menthol, camphor, iodine, and many similar preparations, and announcement is made of the organization of a large concern by Tokyo and Osaka drug manufacturers for the manufacture of aniline salts, aniline dyes, and similar goods under governmental aid. It is also proposed to organize for the manufacture of iodide of potash, glycerin, and similar goods which are now imported largely from the United States.

Disinfectants and Pharmacists' Supplies.

American manufacturers of disinfectants are securing an increasing trade. American disinfectants have been sold in South China in small but increasing quantities in the past few years, British disinfectants constituting the bulk of the trade. As a result of interference with the supply of these British preparations, however, as well as of the extraordinary demand for some of them in the war area, there is a strong demand for certain classes of American prepara-

tions of this sort, and apparently a considerable field is open for trade exploitation.

There is a strong demand for supplies from the United States of all sorts of pharmacists' supplies, such as test tubes, funnels, beakers, and various special bottles. Japanese manufacturers are supplying the cheap trade in these lines, but Hongkong importers and retailers report that their goods are not reliable and are not economical in the long run at even a low price. American goods are being imported quite generally at present. The South China market is an open one in all such goods, and American manufacturers undoubtedly have the opportunity of not only securing increasing business, but also of securing a permanent hold on this market.

INCREASED PRICES FOR EPSOM SALTS.

The sudden falling off in the imports of Epsom salts beginning with the fourth quarter of the fiscal year 1915 has resulted in a marked increase in prices. The wholesale price in New York on September 13 ranged from \$4.50 to \$6 per 100 pounds, as compared with the normal quotation of \$1 to \$1.10 before the war started.

For the first nine months of the fiscal year 1915 the receipts of Epsom salts were nearly normal, but in spite of this fact prices were maintained at a very high level. As early as August 17, 1914, \$3 to \$3.25 per 100 pounds was asked in New York, or three times what had been asked a few weeks previous. The confusion in shipping caused by the sudden outbreak of the war and the anxiety of manufacturers to be prepared for a possible cessation of imports probably account for the sudden rise in prices, and in spite of nearly normal receipts during the ensuing nine months these high prices were not affected.

Shipments of the salts almost ceased during the fourth quarter of the year as a result of new restrictions imposed on the commerce of the country in which most of the supplies originate. Receipts in this country dropped from 2,777,361 pounds for January, February, and March to 1,680 pounds in April, May, and June, and prices accordingly jumped. The total receipts for the fiscal year 1915 were 7,005,596 pounds, as compared with 11,975,693 pounds in 1915.

Epsom salt is a hydrous sulphate of magnesia found native in the kieserite of the Strassfurt salt beds, as epsomite in France, Spain, Chile, Indiana, Kentucky, and Tennessee, and also in certain mineral waters. Kieserite, however, is the principal source of supply. The salt is used in medicine, in agriculture, in the process of warping cotton, and for dyeing with aniline colors.

ADDITIONS TO SPANISH EMBARGO LIST.

[Telegram from Vice Consul H. N. Cookingham, Barcelona.]

The exportation of the following products from Spain has been prohibited by a decree of August 24, 1915: Hemp of various kinds; wool and cotton waste; ammoniac; refined plumbago; tungsten; superphosphates of lime and other mineral fertilizers; charcoal; beet seeds.

FIRST NATIONAL EXPOSITION OF CHEMICAL INDUSTRIES.

[Commercial Agent Thomas H. Norton.]

The First National Exposition of Chemical Industries, opened at the Grand Central Palace, New York City, on September 20, is a distinctly notable event in the evolution of American industrial life. Expositions of this branch in other countries have been of the greatest value in developing a solidarity of interests among chemical manufacturers in bringing them more closely in touch with producers of raw materials, with novel devices and perfected methods, with designers of improved mechanical accessories, and finally with the consumers of finished products. Such occasions have been stimulating, suggestive, and inspiring, showing where national resources have been neglected, where the needs of domestic consumption have been overlooked, or only inadequately met, and, on the other hand, where difficulties and obstacles, physical, technical, or commercial, have been vanquished by the intelligent application of scientific fact and theory, or by the happy combination of pluck, daring, and skillful adaptation.

This first gathering of our country's technical chemists for a comprehensive presentation of their achievements in meeting the Nation's demands for an enormous variety of products that fall technically into the category of chemicals will unquestionably be highly educative. It shows marvelous accomplishment in certain fields; in others it reveals a lack of enterprise in utilizing effectively and fully the magnificent treasures of our mines, forests, fields, and streams.

The visitor at the exposition will note how admirably the wonderful sulphur deposits of Louisiana are exploited and utilized, the extent and perfection of our manufacture of acids, especially of contact sulphuric acid, and the completeness of our petroleum industry. At the same time he will see how we have almost totally neglected the vast stores of potash stored annually in the kelp crop of our Pacific littoral, and send \$10,000,000 abroad to purchase products of the Stassfurt mines.

He will note likewise that we waste coal-distillation by-products valued at \$100,000,000, while we remit \$10,000,000 annually to Germany for the purchase of the varied tints demanded by our textile and allied branches.

He will learn that mountains of sawdust accumulate about the saw-mills of the Northwest, while we import annually from Germany over \$400,000 worth of oxalic acid, which could so easily be manufactured from the waste sawdust.

Governmental Assistance to Chemical Industries.

The National Government early recognized the importance of furthering in every possible way the evolution of a chemical industry. This has found concrete expression in a number of bureau organizations. The chief instrumentalities in this connection are the Bureau of Mines and the United States Geological Survey, in the Department of the Interior; the Bureau of Animal Industry, the Bureau of Plant Industry, the Forest Service, the Bureau of Chemistry, and the Bureau of Soils, of the Department of Agriculture; and the Bureau of Standards, Bureau of the Census, and Bureau of Foreign

and Domestic Commerce, of the Department of Commerce. Of the bureaus in the Department of Commerce, the Bureau of Standards has for its main purpose the standardization of the mechanical accessories, the processes, and the products of these industries; the Bureau of Foreign and Domestic Commerce brings the producer of raw materials into touch with the manufacturer, and the latter into relations with the consumer, through its studies of markets and trade opportunities at home and abroad; and the Bureau of the Census is the national bookkeeper of the industries.

Exhibits by Government Bureaus.

Early in the past summer it seemed eminently desirable that the many-sided activities of our National Government in furthering the development of the various chemical industries should be comprehensively displayed by a collective exhibit of the above-mentioned bureaus in the first national exposition of this branch. A meeting was held in the office of the Chief of the Bureau of Foreign and Domestic Commerce, at which 14 delegates from the bureaus mentioned above were present. The manager of the exposition was in attendance and outlined at length the objects and features of the undertaking.

As a result of this gathering, steps were taken by the different bureaus to participate in a collective exhibit which should clearly reveal the many ways in which departmental agencies are aiding the technical chemist, seeking raw material, perfecting methods and mechanical appliances, testing his products, and seeking markets for them in every quarter of the globe.

The Geological Survey has prepared an elaborate exhibit of charts, transparencies, and mineral specimens, displaying in manifold variety the natural resources of the land available as raw material for the manufacturing chemist. This emphasizes the extent and variety of our mineral resources, as yet scarcely utilized by domestic chemical works, or sent abroad to return to us in the form of purified and valuable compounds, essential to a variety of industries.

The exhibit of the Bureau of Mines includes an imposing display of the means employed to insure the safety of the miner. The general public will probably gather in throngs to witness the complete exposé of the fascinating process, devised by Dr. Rittman, of the Department of the Interior, for transforming almost worthless petroleum residues at will into volatile gasoline for motor engines, or into benzol and toluol, now employed on so vast a scale for the manufacture of high explosives. Other exhibits illustrate the work of the bureau in producing the raw metal radium from American carnotite, at a cost far below that required by current methods of preparation in Austria and France; in studying the technology of petroleum, and in investigating the clays of the South.

The exhibit of the Forest Service displays the remarkable results obtained from its laboratory at Madison, Wis., in producing a pure, brilliant, yellow dyestuff from the Osage orange, growing in such profusion throughout the valley of the Mississippi, notably in Texas and Oklahoma. This forms a most valued addition, at this period of dyestuff scarcity, to the coloring materials available for tinctorial purposes. Of great interest are also the exhibits of the most effective methods for turning various American woods, besides spruce, into

pulp for paper manufacture and for preparing silk and cellulose products from woods.

The Bureau of Chemistry exhibits the novel and fascinating process recently devised for concentrating and separating fruit juices by partial freezing of the liquids in which they are present; much material illustrative of paper making; the development of standards and inspection of naval store supplies; the utilization of various waste products; tanning materials; demonstration of the wearing quality of sole leather; recovery of tanning waste; denaturing and utilization of egg products in tanning operations.

The chief exhibits of the Bureaus of Plant Industry and of Animal Industry are those illustrating the manufacture of essential oils and of casein.

The elaborate exhibit by the Bureau of Soils of everything connected with the extraction of potash salts from the kelp of the Pacific coast will attract the attention of great numbers, on account of the keen interest now felt throughout the entire country in a satisfactory solution of the problems connected with assuring a domestic supply of this most important class of salts.

The exhibit of the Bureau of the Census comprises a complete set of the publications and bulletins portraying, at quinquennial periods, the status and condition of the various chemical industries.

The exhibit of the Bureau of Standards is the most complete and extensive of any of the departmental agencies. It illustrates in detail the varied activities of the Bureau in standardizing methods and accessories in the manufacture of iron and steel, nonferrous metals, cement and concrete, lime and plaster, ceramics and glass, bituminous materials, paint and varnish, mineral oils, gas, textiles, paper, ink, rubber, sugar, refrigeration, electrochemical industries, and laboratories in general. Many types of apparatus will also be shown, such as thermometers, pyrometers, volumetric apparatus, calorimeters, saccharimeters, gas and water meters, etc. Samples of various materials and illustrative methods of testing or purification form prominent features.

The exhibit of the Bureau of Foreign and Domestic Commerce shows the chemical trade the highly perfected methods for collecting, filing, and communicating trade information. An official of the New York branch office is in constant attendance, explaining to all visitors the many facilities offered by the mechanism of the Bureau for bringing to the attention of chemical manufacturers the opportunities for extending their trade to all quarters of the world, and for securing such information from foreign lands as may be helpful in improving and expanding their respective branches. There is a complete exhibit of the many publications of the Bureau, which record the statistics of our domestic and foreign trade or present in full detail the data desired by all branches of industry and commerce on foreign markets and condition.

Value of Bureau Publications.

The Bureau of Foreign and Domestic Commerce has devoted special attention to monographs upon chemical subjects. Among these are reports on "The Utilization of Atmospheric Nitrogen," "The Chemical Industries of Belgium, Holland, Norway, and Sweden," "Cottonseed Products," "Dyestuffs for American Textile and other Indus-

tries," "Foreign Trade in Denatured Alcohol," "Foreign Trade in Paints and Varnishes," "Foreign Salt Market and Industry," "South American Market for Soap," "Some Aspects of the Iron and Steel Industry in Europe," "The Sugar Industry," "The Pottery Industry," etc.

Much attention has been devoted by the Bureau to the acute conditions now prevailing in the dyestuff industry and to the means of mitigating its hardships, as well as of freeing our textile and other interests from the nearly complete dependence upon dyeing materials of foreign origin. In this connection there is a full display of samples of the new colors recently invented in the United States, and first brought to the attention of dyestuff consumers by the Bureau. There is an extensive collection of samples of various chemical products, illustrative of the investigations organized by the Bureau and now under way to ascertain clearly and definitely to what extent the United States is dependent upon foreign countries for its supply of chemicals, to what degree American raw material is available for the domestic manufacture of such chemicals, and whether the time is not opportune to seek aggressively foreign markets for products of our domestic chemical works. The Bureau is responding to a public sentiment that the time is ripe for the evolution of a complete, comprehensive, genuinely American chemical industry.

The value of the daily **COMMERCE REPORTS** to the manufacturing chemist and the dealer or exporter of chemicals has not yet been fully appreciated by this branch of industry. Almost every issue contains something of value in this line.

Lectures, Addresses, and Sessions of Chemical Societies.

The exposition was to have been opened on the evening of September 20 by Secretary Redfield of the Department of Commerce. As it was found impossible for Secretary Redfield to leave Washington at that date, Dr. Pratt, Chief of the Bureau of Foreign and Domestic Commerce, was delegated to represent the Government on this occasion. A prior engagement at Denver, Colo., unfortunately prevented Dr. Pratt from being present. He will, however, deliver the address closing the exposition on September 25, choosing as his topic, "Opportunities for American Chemical Industry."

In addition to the many varied features of the exposition, offered by numerous illustrative operations of chemical technology, continuously demonstrated, there is a very full program of meetings of various chemical bodies and addresses by men of national prominence. The following is the full program:

MONDAY, September 20.

Opening day.

TUESDAY, September 21.

Howard Gross, president of the Tariff Commission League: "Tariff question."

Linn Bradley, the Research Corporation: "Solution of the smoke, dust, and fume nuisance by electrical precipitation."

D. T. Pierce, Barber Asphalt Co.: "Asphalt" and "The brownian movements of the colloids of Trinidad asphalt."

Harrington Emerson, the Emerson Co.: "Efficiency in the conservation of our national resources."

Meeting of the New York section of the American Electrochemical Society.

WEDNESDAY, *September 22.*

Frederick W. Keough, National Association of Manufacturers: "Accident prevention in the chemical industries."

Welding Ring, president of the American Exporters' Association: "Transportation and shipping facilities with foreign countries."

J. L. Lightner, Hershey Chocolate Co.: "The manufacture of chocolate."

Thomas H. Norton, Department of Commerce: "Foreign markets for American chemicals."

I. F. Stone, president of the National Aniline & Chemical Co.: "The aniline-dye situation."

THURSDAY, *September 23.*

J. L. Taylor, Bureau of Explosives: "Explosives."

H. A. Huston, German Kali Works: "Potash."

G. B. Heckel, New Jersey Zinc Co.: "Paint."

Robt. L. Frink, President of the Frink Pyrometer Co.: "The Relation of Chemistry and Mechanical Manipulation to the Evolution of the Glass Industry."

Charles V. Bacon, Consulting Chemist: "Manufacture and Uses of Vegetable Oils."

Geo. Frank Lord, DuPont DeNemours Powder Co.: "Chemical Effect of Dynamiting the Soil."

Percy Wilson, Secretary Association of American Portland Cement Manufacturers: "The History of Cement."

Meeting of the American Paper & Pulp Association. (Technical section.)

FRIDAY, *September 24.*

W. D. Coolidge, General Electric Co.: "The X Ray."

Philip Sharples, Barrett Manufacturing Co.: "The Development of Refined Tars for Use in Road Construction and Maintenance."

S. P. Sadtler, S. P. Sadtler & Sons.: "Some American Contributions to Industrial Chemistry."

L. H. Baekeland: "Chemical Industry."

Joint meetings of the New York Section of the American Chemical Society and the American Institute of Chemical Engineers.

SATURDAY, *September 25.*

Raymond F. Bacon, director of the Mellon Institute: "Research and Progress in American Manufacturing."

John Barrett, Director of the Pan-American Union: "The Great Pan-American Opportunity."

Thomas H. Norton, Department of Commerce: "Hydroelectric Possibilities of Niagara Falls."

E. E. Pratt, Chief of the Bureau of Foreign and Domestic Commerce: "Opportunities for American Chemical Industries." (Closing address.)

NEW METHOD OF MAKING SULPHURIC ACID.

A new method of manufacturing sulphuric acid, for which advantages are claimed, is suggested in United States Department of Agriculture Bulletin No. 283, "The Production of Sulphuric Acid and a Proposed New Method of Manufacture." The essential difference of the method is that the gases employed are drawn downward through a spiral flue in place of being drawn through lead chambers or intermediate towers. It is asserted that the resistance of gases to the downward pull and the constant change in their course through the spiral tend to mix them very intimately. The fact that the gases constantly impinge on the walls of the spiral flue, which can be cooled either by air or water, makes it practicable to maintain the gases at a temperature most favorable for the efficient yield of sulphuric acid.

In laboratory tests in which the spiral was utilized practically all the sulphur dioxide was oxidized to sulphuric acid, only traces being lost through escape or in the system. The lead spiral, the author points out, however, is not intended to replace the Glover tower, nor to do away with the Gay-Lussac tower.

It is believed that while the lead spiral will take considerable lead, the great reduction it will effect in the chamber space will make it possible to construct a plant with considerably less lead than is required in the ordinary chamber system.

The new type of plant requires no other device to accelerate the reactions, occupies much less ground space, and would not need as large buildings, and therefore should decrease the initial cost of construction. The method, however, has been tried only on a laboratory scale, and the bulletin refuses to predict just how efficient the commercial plant would be, but states that all indications are that this method offers promise of being economically successful.

DOG FOODS, REMEDIES, AND SOAP FOR WALES.

[Vice Consul in Charge William L. Jenkins, Swansea, Aug. 27.]

Swansea dealers in dog foods, dog remedies, and flea soap state that there is a good market in this district for such articles, but that American firms desiring to establish their lines should be prepared to advertise extensively both in the newspapers and through bill-posting agencies. The price of dog remedies has remained the same since the outbreak of war, but dog food has gone up about 20 to 25 per cent. A box of Spratt's dog food, which before the war sold for 2½d. (\$0.05), now retails at 3d. (\$0.06).

Flea soap is practically unknown on this market, although a flea powder is in use. This soap would be sold by chemists. Dog foods and poultry meat are sold by local grocers. A list of both these classes of dealers is forwarded [and may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices; refer to file 65,976].

It is believed that the trade for this district can be profitably handled through agents from large users in London or Liverpool, though some business will doubtless result from direct correspondence.

These goods now on sale are entirely of British manufacture. The name of a local firm particularly interested in receiving quotations on dog remedies is sent herewith.

SALES OF PERFUMERY IN SPAIN.

[Consul Wilbur T. Gracey, Seville.]

An investigation of the market in Seville for perfumery, toilet waters, and like preparations shows that there is an opportunity for the sale of American goods if the manufacturers can meet the conditions of sale as generally given.

Perfumery is largely used by the Spanish people, probably to a much larger extent than in the United States in proportion to the population, as its use is by no means confined to ladies. Spanish men use perfumes almost as much as do the women, and there is, therefore, an extensive market.

Origin of Toilet Articles in Demand.

The French perfumes, of all the well-known makes, are universally popular here. They are imported direct, and owing to the high duties are sold at prices very much in excess of those asked in France. They appeal to the local populace not only because of their superior quality, but also because of the attractive manner in which they are bottled and packed. Odd-shaped bottles, with corresponding silk-lined boxes, and packages containing several different shapes of bottles, or varied scents, are found; but in this line, possibly more than in any other, the French seem to excel.

The well-known French names, the constant quality of the goods, and the fact that much of the descriptive matter relating to the goods is printed in the Spanish language are some of the reasons for the popularity of French perfumes.

Perfumes are manufactured locally and are said to be equal if not superior in quality to some of the French and other makes, but the mere fact that they are locally manufactured, and are therefore cheap, mitigates against their sale. Possibly in no other line is there so strong a feeling that the imported goods are superior to the local products as in perfumery and toilet preparations.

Only one American firm seems to have toilet preparations on sale here, and these consist principally of talcum powder, shaving soap, powder, and paste, and tooth paste. They are not received direct, and in consequence the prices are about double those charged in the United States.

Some English soaps are sold, but the local products or those made in France seem to have the largest sale. A floating bath soap is unknown here, and there would appear to be an opportunity for the sale of such soaps for bathing purposes. Sand soaps can not be obtained and should command a large sale, as they are particularly useful in cleaning marble, tiles, etc., of which there are large quantities used in building operations in this city.

Quotations, Credits, Sales Methods.

The price of American goods should, if possible, be given in francs, which are equivalent to the local gold peseta (1 franc=1 gold peseta=19.3 cents). By making quotations in Spanish gold currency instant comparison can be made with the prices quoted by French and other European firms. If quotations can be made c. i. f. Seville, it will be advantageous to do so.

As a general rule the terms granted for this class of goods are 30 days from date of shipment, with 2 per cent discount for cash.

Perfumes are sold here in the bazaars, drug stores, gentlemen's furnishing stores, dry goods shops, by glove dealers, etc. It is probable that by sending lines of samples to concerns in Seville new classes of perfumes could be introduced, but some arrangements would have to be made to assist the company or firms interested in advertising the goods. Advertising here is done by posters, billboards, advertisement on moving-picture screens, notices in the daily, weekly, and monthly publications, and by theater curtains.

Most of the perfumes and toilet articles are introduced by the traveling agents of the firms in France, England, and other European countries, who call several times during the year, bringing a line of samples and selling direct or through some of the larger wholesale houses of Barcelona or Madrid.

All correspondence should be in the Spanish language, as should catalogues and other literature, as very few of the importers are familiar with English.

One American firm which has its agency in Barcelona is doing an excellent business in Spain. A stock is carried in this country and prices quoted c. i. f. in pesetas, with immediate delivery. Other American firms following this plan will probably meet with equal success. There is no prejudice against American goods, but Spanish merchants expect to receive credits and will seldom purchase on a cash basis. The Spaniard looks upon a demand for cash in advance or against documents as a reflection on his honesty, and even though the goods and prices may be satisfactory he will decline to purchase because of this lack of confidence.

In the case of toilet preparations, merit almost invariably counts for more than prices or terms in considering purchases. Cheap grades of goods are obtainable from local manufacturers, and if goods are imported they must be equal in quality to those imported from other foreign countries with which they must compete. The French goods have heretofore had the advantage of easy access to the markets, cheaper and better transportation facilities and insurance rates, and better banking and credit facilities.

Shipping and Packing.

There is no direct parcel-post system with Spain, but packages are now exchanged between Great Britain and Spain, and by sending them from the United States to Great Britain and having them re-addressed and reshipped to Spain it is possible to get small packages here by post much more cheaply and expeditiously than by any other means.

Toilet preparations for this market are usually carefully packed in sawdust or with corrugated strawboard, the cost of packing usually being separate from the price of the goods. Tight boxes are of course necessary and iron strapping is recommended.

The best route for direct shipments to Seville is via steamers of the Compania Transatlantica from New York to Cadiz. The Gans Line also has direct steamship service to this city, but the steamers usually make other Spanish ports before touching here. The Transatlantica boats leave monthly from New York and Spain. Through rates via

the Transatlantica to Seville, via Cadiz, can be obtained, including all charges for transshipment.

Payments, Local Sales, Etc.

Payments for goods are usually made by drafts through London or Paris, or when the business has been established on letters of credit or through banking agents in New York.

Several of the local firms have branches in the smaller towns of this district and send their traveling men to these towns at frequent intervals.

It is possible that arrangements can be made for a local agent through samples, etc., but it is more probable that success will be attained by the visit of a commercial traveler.

A traveler in other lines, who recently called at this consulate, informed me that in his opinion Spain was the best country in Europe in which to sell at the present time. He had taken over 250 orders in eight weeks in a country where he had expected to do practically nothing.

FOREIGN TRADE IN COPPER.

The following table shows American imports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, Washington, and Michigan during the week ended September 11:

Countries.	Ore, matte, and regulus (copper contents).		Pigs, ingots, bars, plates, old, etc.	
	Pounds.	Value.	Pounds.	Value.
Canada.....	98,453	\$12,528	175,500	\$30,713
Panama.....			95	29
Cuba.....	1,008,000	58,105		
Peru.....	154,121	7,030	2,121,110	239,049
Total.....	1,260,574	77,663	2,296,705	269,791

The exports were:

Countries.	Pigs, ingots, bars, plates, and old, etc.		Countries.	Pigs, ingots, bars, plates, and old, etc.	
	Pounds.	Value.		Pounds.	Value.
France.....	55,494	\$9,936	French West Indies.....	581	\$146
Netherlands.....	74,925	15,401	Argentina.....	10,902	3,771
England.....	314,635	59,813	Brazil.....	2,152	443
Canada.....	52,224	11,246	Philippine Islands.....	17,164	3,557
Cuba.....	2,661	681			
Haiti.....	820	200	Total.....	533,907	105,741
Dutch West Indies.....	2,349	547			

NEW GOVERNMENT CHEMICAL LABORATORY.

Secretary Redfield recently approved the award of the contract for the construction of a chemical laboratory building for the Bureau of Standards, Department of Commerce, to Wells Bros. Co., of New York, whose bid was \$188,556. The contract has now been signed, the contractors have filed the necessary bond, and the construction work is to be commenced immediately. Donn & Deming, of Washington, D. C., are the architects.

STATISTICS OF AMERICAN FOREIGN TRADE.

The following table shows the imports, duties collected, and exports for the week ended September 18, 1915, at the 13 principal customs districts of the United States:

Districts.	Imports.	Duties collected.	Exports.
Georgia (Savannah)	\$1,766	\$36	\$77,200
Massachusetts (Boston)	3,284,000	121,731	738,888
New York	17,766,168	2,261,167	41,562,278
Philadelphia	1,272,057	244,719	2,237,402
Maryland (Baltimore)	271,381	14,041	1,232,913
Virginia (Norfolk)	97,873	3,900	2,327,279
New Orleans	1,024,549	96,740	2,867,546
Galveston	113,304	2,400	2,506,457
San Francisco	2,537,888	107,234	3,076,858
Washington (Seattle)	2,021,372	29,748	1,320,686
Buffalo	460,401	27,464	1,655,753
Chicago	450,814	106,323	804,144
Michigan (Detroit)	514,916	34,595	2,992,479
Total	29,826,149	3,040,368	65,249,883

The above figures show a favorable balance of \$35,423,734 on merchandise transactions for the week ended September 18 in the thirteen customs districts. The thirteen districts cited handled about 92 per cent of the import and export business of the country, based on the transactions in June, 1915.

Cotton exported during the week ended September 18 amounted to 91,089 bales, making the total since August 1, 1915, approximately 307,498 bales.

GOVERNMENT LOANS TO CHILEAN NITRATE PRODUCERS.

[Consul General L. J. Keena, Valparaiso, Aug. 10; all sums expressed in United States gold.]

The commission in charge of the Government loans to nitrate producers in Chile, organized under Government decrees of August 13 and 18, 1914, has reported to the Minister of Finance that the operation of the law providing for such Government loans reached its maximum activity between August and December of 1914. Since that time the tendency has been toward a balancing of these obligations on the part of the nitrate producers as a result of the increasing sale of nitrate.

Up to July 31, 1915, the loans totaled \$863,464, the liquidations, \$722,949, and the interest collected, \$89,351. The net expenses to the Government in the operation of these loans from August, 1914, to July 31, 1915—which expenses include the salaries of a cashier and secretary for this department—were \$3,287.

TANNING EXTRACTS FOR RUSSIA.

[Consul F. Willoughby Smith, Batum, Aug. 12.]

According to the "Kavkaz" a group of Russian leather manufacturers are establishing in the West Caucasus a large plant for the production of oak and chestnut bark extract. It is stated that the capital, \$7,500,000, has been fully subscribed. Heretofore Russian manufacturers have been dependent on the imports of tanning extracts from the United States.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Construction work, No. 2636.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until October 14, 1915, for the construction, complete (including mechanical equipment and approaches), of the United States post office and courthouse at Wilkesboro, N. C. Drawings and specifications may be obtained from the custodian of site at Wilkesboro or at the Washington office.

Canals and structures, No. 2637.—Sealed proposals will be received at the office of the United States Reclamation Service at Powell, Wyo., until October 20, 1915, for the construction of canals and structures on the Shoshone project, Wyoming, involving 560,000 cubic yards of excavation, 1,400 cubic yards of reinforced concrete, 9,000 square yards of grouted paving, and the placing in wooden structures of about 130,000 feet b. m. of lumber. The work is located near the stations of Garland, Mantua, Frannie, and Deaver, Wyo., on the Chicago, Burlington & Quincy Railway. For further particulars address the United States Reclamation Service, Washington, D. C., Denver Colo., or Powell, Wyo.

Firing magnetos, No. 2638.—Sealed proposals will be received at the office of the Chief of Ordnance, United States Army, Washington, D. C., until October 4, 1915, for furnishing and delivering f. o. b. contractor's works 103 firing magnetos, type MA, in accordance with drawings 14-5-72 to 76, inclusive, dated September 8, 1915. Further information and particulars may be obtained from the above office.

Construction work, No. 2639.—Sealed proposals will be opened in the Supervising Architect's office, Treasury Department, Washington, D. C., on October 15, 1915, for the extension, remodeling, etc., of the United States post office at Moberly, Mo. Drawings and specifications may be obtained from the custodian of site at Moberly or at the above office.

Construction work, No. 2640.—Sealed proposals will be received at the office of the United States Reclamation Service at St. Ignatius, Mont., until October 12, 1915, for the construction of about 10 miles of laterals and appurtenant structures, involving about 43,000 cubic yards of excavation, 140 cubic yards of concrete, 430 square yards of paving, the placing of about 9,840 pounds of reinforcing steel, and the placing in wooden structures of about 32,000 feet B. M. of lumber. The work is situated on the east bank of the Flathead River from 1 to 7 miles northeast of Dixon, Mont. For particulars address United States Reclamation Service, Washington, D. C., Denver, Colo., or St. Ignatius, Mont.

Telephones and electric fixtures, etc., No. 2641.—Sealed proposals, indorsed "Proposals for Telephones, Electric Fixtures, and Wiring," will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until October 2, 1915, for furnishing and installing four telephones, electric fixtures, and wiring at the naval station, New London, Conn. Plans and specifications may be obtained on application to the Bureau of Yards and Docks.

Repair work, No. 2642.—Sealed proposals will be received at the office of the Lighthouse Inspector, Portland, Me., for docking and repairing lighthouse tender *Hibiscus* in accordance with specifications. Blank proposals and particulars may be obtained by addressing the above office.

Unserviceable public property, No. 2643.—There will be sold at the General Lighthouse Depot, Tompkinsville, N. Y., part by sealed bids and part by public auction, a quantity of unserviceable public property consisting of row and sail boats, rope and canvas junk, bed springs, furniture, water meter, doors and shutters, windows, marine clocks, machinery, air compressor, batteries, electric lamps, electric wire, etc. Blank proposals and particulars may be obtained by addressing Lighthouse Inspector, Tompkinsville, N. Y.

Air-compressor units, No. 2644.—Sealed proposals will be received at the office of the Lighthouse Inspector, Buffalo, N. Y., for furnishing four air-compressor units for fog signals at Cleveland and Ashtabula, Ohio. Further information may be had by addressing Lighthouse Inspector, Buffalo, N. Y.

Construction work, No. 2645.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until October 23, 1915, for the extension, remodeling, etc., of the United States post office at Kirksville, Mo. Drawings and specifications may be obtained from the custodian at Kirksville or from the Treasury Department.

A NEW OIL NUT FROM CENTRAL AMERICA.

[Special Agent Garrard Harris.]

Attention has recently been directed to the promising new source of commercial oil which exists in the nuts of the coyol palm of Central and tropical South America. This tree grows very abundantly in Costa Rica, Nicaragua, and upper Panama, especially on the Pacific side. It is a product rather of the savannahs than of the mountains, and in the regions which it favors there are forests extending for miles. It is stated that the nuts can be gathered in great quantities and very cheaply. At present cattle eat them where they fall, and the natives also eat the kernel and chew the gummy inner casing of the husk.

Specimens of the nuts have been submitted to the Bureau of Plant Industry of the Department of Agriculture for examination and analysis, and they report as follows:

After having been botanically identified as *Acrocomia vinifera* Oerst., these nuts or kernels were submitted for oil content analysis to the food investigation chemist, who reports that they contain 57.7 per cent of petroleum ether extract. An analysis of the seeds of the same palm from Nicaragua was published in 1903 as follows: "Specific gravity at 25°, 0.9136; melting point, 25°; clouding point 17°; free acid, 1.69; saponification number, 246.2; iodine number, 25.2; Reichert Meissel number, 5." Both the oil and reskue are similar in composition to that obtained from the coconut and other palms, and could be used in the manufacture of similar food products. The difficulty of producing this oil in commercial quantities, however, is a mechanical one, there being no machinery on the market at this time that can be economically used for cracking the extremely hard shells that inclose these kernels. An allied genus (*Attalea cohune*), the palm from which the cohune oil is obtained, grows in great abundance in British Honduras, but on account of the lack of proper mechanical means to crack the nuts it can not be profitably produced. Experiments with machinery for this have been carried on from time to time for some years at Belize, but we have not heard of the success of any of the ventures. We understand also that a concern in Philadelphia is testing machines for this purpose. The cohune nut, though somewhat larger than the coyol, is similar in construction, and the same machine could doubtless be used for both.

It is suggested that the cake, after the oil had been extracted, might be of value for fertilizing or for cattle feeding, but nothing definite is known on this point. There is a gentleman in San José, Costa Rica, who is interested in the matter of the utilization of these nuts and who would be glad to undertake the building of a factory, in case the project should be taken up by American capital.

[The names and addresses of the gentleman referred to in the last paragraph and of the Philadelphia firm which is experimenting with the machinery have been received by the Bureau of Foreign and Domestic Commerce and will be furnished to inquirers. Refer to file No. 649.]

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

Advertising novelties, No. 18370.—A firm in Switzerland informs an American consular officer that it is desirous of making connections with American manufacturers of fancy articles for advertising purposes, such as articles for the pocket, mirrors, pictures, calendars, and novelties for hanging on the walls in tea rooms, hotels, restaurants, and waiting rooms. Samples and quotations are desired. Prices c. i. f. European port or f. o. b. American port. American export terms and conditions are accepted. References given. Correspondence may be in English.

Dried and canned fruit, No. 18371.—An American consular officer in the Netherlands reports that a man in his district desires to represent American manufacturers and exporters of dried and canned fruits. Terms, commission basis or own account. References given. Correspondence may be in English.

Chemicals, etc., No. 18372.—A manufacturer in the Far East requests an American consul to furnish names of American firms dealing in industrial vaseline, liquid ammonia, boracic acid in powder, naphthaline in powder, and tin sheets with which to line the interior of wooden cases. It is understood that the requirements are only for the plant of the inquirer, but there are other plants of the same kind, and there is a possibility that a market might be created for these American products.

Toilet articles, No. 18373.—A firm of commission agents has requested an American consul in Greece to place it in direct communication with American manufacturers of toilet soaps and other toilet articles. Quotations f. o. b. New York, cash against documents for first orders. The consul states that there is a good demand for all kinds of fine toilet and high-grade laundry soaps in that market.

Hosiery, No. 18374.—An American consular officer in Switzerland reports that a firm in his district desires to establish commercial relations with American manufacturers of silk, lisle, cotton, and woolen hosiery. Samples, prices, terms of payment, and catalogues are requested. Bank references given. Correspondence should be either in German or French.

Electric ceiling fans, No. 18375.—A report from a consular officer in India states that a firm desires to be placed in communication with American manufacturers of electric ceiling fans. It is stated that there is a very large market for this type of fan. Illustrated advertising matter, prices, discounts, and terms of sale are desired. It would like exclusive representation on a commission basis, but if necessary will buy outright. Prices should be quoted c. i. f. Calcutta. References can be furnished. Correspondence may be in English.

Slaughterhouse, No. 18376.—An American consular officer in Peru reports that a municipality in that country intends to build a large slaughterhouse and cattle market, and it is requested that American firms interested in supplying the material for offices, refrigerating plant, warehouses, stables, kennels, restaurant, and stalls for this enterprise obtain the name of the person in charge of the operation from this Bureau or its branch offices. Correspondence should be in Spanish, and the metric system used in stating weights and measurements.

Paints, colors, and varnishes, No. 18377.—A firm in India requests an American consul to place it in communication with American manufacturers of paints, colors, and varnishes. Correspondence may be in English.

Toothpicks, etc., No. 18378.—It is stated in a report from an American consul in Switzerland that a firm in that country is desirous of communicating with American manufacturers of wooden toothpicks, cigar and cigarette holders, ash trays, and small fancy novelties, such as are used in hotels, restaurants, and bars. Samples and quotations f. o. b. American port or c. i. f. European port are solicited. American export terms and conditions are accepted. Correspondence may be in English. References are given.

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ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE

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WOOLEN MILLS CLOSING IN SWEDEN.

[Chargé d'Affaires Jefferson Caffery, Stockholm, Aug. 24.]

The newspapers announce that on account of the lack of raw material various factories in Sweden making woolen fabrics have been obliged to close down.

SHORTAGE OF CROCHET AND KNITTING COTTON.

[Commercial Attaché Verne L. Havens, Santiago, Chile, Aug. 24.]

There is a shortage of crochet and knitting cotton in Chile. D M C goods of European origin have been entirely consumed. Six stores visited had no crochet cotton left. The small available supply is increasing rapidly in price.

It is suggested that manufacturers of these goods communicate with people with whom they have had previous relations in the hope that shipments can be made soon without much delay in looking up credit standing.

AMERICAN CATALOGUES WANTED IN BRAZIL.

[Consul Maddin Summers, São Paulo, July 29.]

With reference to my cablegram requesting catalogues of American exporters [see COMMERCE REPORTS for July 19, 1915] the importance of manufacturers sending catalogues, price lists, etc., to this consulate at as early a moment as possible is reiterated.

The new American consulate has now been established in São Paulo for over two months, and there are practically no catalogues in the files. The São Paulo merchants are daily asking for commercial information, and we are at a loss to assist them as we should. Commercial literature should be sent promptly to the "American Consul, São Paulo, Brazil."

CHANGES IN ARGENTINA'S FOREIGN TRADE.

[Consul General W. Henry Robertson, Buenos Aires, Argentina, Aug. 13; monetary sums given are in United States currency.]

The Director General of Statistics has given advance information regarding Argentine exports and imports for the first six months of 1915.

The balance of trade in favor of the Republic during this period amounts to \$203,405,072, the highest mark that has ever been reached.

Value of Total Foreign Commerce.

The value of the total Argentine foreign commerce in the first half of 1915 was \$396,651,938. The amount exceeded that for the corresponding period in 1914 by \$25,367,592. Imports into the country for the first half of 1915 decreased by \$68,407,648, or 41.4 per cent, from those for the six-months period in 1914, while the exports increased by \$93,775,240, or 45.4 per cent, over those of the first half of 1914.

The revenue of the country has been seriously affected by the fact that the value of the dutiable imports for the first half of 1915 has been \$46,803,767, or 43.8 per cent, less than for the corresponding period of 1914.

Among the imports of 1915, as compared with those of 1914, only two classes of articles show an increase—live stock and oils of all kinds (mineral, volatile, medicinal, and fats). In the case of the latter, this is due to the increased import here of naphtha and crude petroleum.

Increase in Agricultural and Forest Products Exported.

The exports show increases only in agricultural and forest products, while the others have fallen off. Those of live animals increased over 1914 by \$1,069,956, due chiefly to the shipment of horses, which represented a value of \$2,591,035. The exports of frozen meats decreased by \$1,903,855; chilled beef, by \$2,438,357; frozen sheep and lambs, by \$1,031,386; and the value of the wool exported was less than in 1914 by \$1,031,386.

The agricultural products exported increased in value by \$95,404,040, and included an increase of \$7,742,548 in oats; of \$4,873,551 in maize; of \$85,296,848 in wheat; of \$3,225,084 in flour; and of \$3,748,306 in sugar.

COAST-TO-COAST SERVICE OF CANADIAN RAILWAY.

[Consul Henry P. Starrett, Fort William, Ontario, Sept. 1.]

On August 24 an official inspection of the new line of the Canadian Northern Railway between Sudbury and Port Arthur, Ontario, was made by the president of the road, Sir William McKenzie. The running time of the train between Toronto and Port Arthur was 20 hours, a saving of about 8 hours over the competing line.

While no definite announcement has been made as to the date of the establishment of permanent service over the new line, the officials of the company promise that this will take place during the early part of the present month, in ample time to assist in the great fall and winter movement of east-bound grain.

The completion of this section of the railway now gives the Canadian Northern System a through transcontinental line from New Westminster, B. C., to Ottawa and Montreal.

U. S. SHIPS GET CANADIAN LAKE-TRAFFIC RIGHTS.

[Consul Henry P. Starrett, Fort William, Ontario, Sept. 9.]

Reports reached here to-day from Ottawa that the Dominion Government had decided to permit American ships to trade between Canadian lake ports.

The pressure brought about by the lack of sufficient Canadian vessel tonnage to handle the grain crop through the Great Lakes is said to be responsible for this move.

During the navigation season of 1914 there were 105 vessels of Canadian register employed in the grain-carrying trade on the Great Lakes, their total tonnage being 350,000. Owing to the transfer of many of these ships to the ocean trade, there are available this season only 56 Canadian ships, with combined tonnage of 109,000.

It is stated that this partial suspension of the Canadian navigation laws is to be operative only during the present navigation season. The effect of the innovation will be that American lake vessels will participate this season to a much larger extent than ever before in the grain-carrying trade out of Fort William and Port Arthur.

United States Commissioner of Navigation E. T. Chamberlain states that this report will be welcome news to the owners of American ships engaged in the lake traffic. "They have had a bad year," says Mr. Chamberlain, "and this action on the part of the Canadian Government will help to improve conditions. The navigation season will continue through the rest of September, the month of October, and through as much of November as weather conditions will permit."

TOURIST VESSEL WANTED.

[Consul William F. Doty, Nassau, N. P., Bahamas, Sept. 17.]

A vessel is being sought by a tourist agency in the United States to accommodate 25 to 30 first-class passengers for a cruise of two weeks, starting preferably from Jacksonville, Fla., but if necessary from Miami or some other port of that State, touching at Nassau, New Providence, Wilson City, Abaco, Governors Harbor, Harbor Island, Watlings Island (discovered by Columbus), and possibly at one or more intermediate islands, and thence to a Florida port.

The steamer should not draw more than 13 feet. All expenses, including food of passengers while not on shore, fuel, and incidentals, are to be estimated in the bid and only one amount to be submitted to the agency. Probably during the cruise the vessel may be in harbor nearly one-half of the time, but it might prove somewhat less. A yacht naturally would be preferred. The voyage is planned between January 1 and March 31, 1916.

[The address of the firm to which communications should be addressed may be had from the Bureau of Foreign and Domestic Commerce or its branches; refer to file 60,307.]

PEAT POWDER FACTORY IN SWEDEN.

[Chargé d'Affaires Jefferson Caffery, Stockholm, Aug. 24.]

Arrangements are being made for the erection of a large factory in Sweden where peat powder will be prepared. It will be located in the Province of Vastergotland, where there are many large peat bogs.

CURRENCY SITUATION IN BERMUDA.

[Consul Carl R. Loop, Hamilton, Bermuda, Aug. 20.]

In normal times the volume of currency in Bermuda is estimated at £50,000 (British £=\$4.8665) in gold and at £10,000 to £12,000 in silver, there being no paper currency. Immediately upon the outbreak of the war the exportation of gold was prohibited, although large amounts of specie were taken out of the colony by British war vessels, reducing the volume to about £20,000 in gold and about £3,000 in silver.

In October last between £30,000 and £40,000 in gold was imported from England, since which date no specie has been shipped, due to the possibility of its nonarrival. This new supply continued to be depleted in a manner similar to that which reduced the original amounts, so that in March of this year, under act of the colonial legislature, the Bermuda Government issued £8,000 in £1 notes, for general circulation, and about June 1, a further issue was made of £10,000 in £1 notes, which were handed to the treasury chest officer for payment to the military and naval services, the colony receiving in turn a credit for like amount in London.

About July 1 a further expedient was resorted to, viz, that of importing about £10,000 worth of American currency for military and naval requirements.

In July the governor of Bermuda received a communication from the treasury of the United Kingdom, suggesting, in view of the shortage of currency in Bermuda, that the emergency be met by one of the following measures:

(1) By passing legislation enabling the continuance of the issue of Bermuda Government notes to the treasury chest officer, or

(2) By enacting that United Kingdom currency notes of £1 and 10 shillings denomination shall be legal tender in Bermuda.

Pursuant to the suggestion, the Bermuda Legislative Assembly enacted on August 3 that £1 and 10 shilling notes of the United Kingdom shall be legal tender in Bermuda, such notes to be supplied as and when required by the colony. The act by its own terms will expire at the end of 1917, but in practice it will be continued by appropriate legislation until its usefulness has ceased to exist. At the same time an act was passed authorizing the issue of Bermuda Government £1 notes to such amount, not exceeding £30,000, inclusive of the £18,000 already issued, as the governor shall from time to time direct.

Rates of Exchange.

In normal times Bermuda banks receive American currency at 1 per cent discount, sell exchange on New York at par, and buy similar exchange at 1 per cent discount. Now American currency is accepted by the banks at par. Exchange on New York is sold at 1 per cent premium and is purchased at par.

Nearly two and a half million workpeople in the United Kingdom have had since August, 1914, increases in wages totaling \$2,000,000 per week. The British Board of Trade Labor Gazette adds that these figures do not include increases for overtime, nor to farm laborers, seamen, railway men, police, or Government employees.

AMERICAN FOREIGN TRADE DURING AUGUST.

For the first time in the Nation's history exports of the United States exceeded \$3,000,000,000 in value for a 12-month period. For the 12 months ending with August 31, 1915, exports aggregated \$3,035,033,280, against \$2,280,185,791 in a like period one year ago. Twelve months' imports of merchandise totaled \$1,669,698,934, compared with \$1,906,657,515 last year.

The month of August showed exports valued at \$261,975,771, against \$110,367,494 in August, 1914, an increase of \$151,608,277, or 137 per cent. August imports totaled \$141,729,638, against \$129,767,890 in August, 1914, a gain of \$11,961,748, or 9 per cent. Thus August trade this year shows an export balance of \$120,246,133, as compared with an import balance in August, 1914, of \$19,400,396, a favorable change of \$139,646,529.

Of the August imports, 70 per cent entered free of duty, against 62 per cent in August last year.

Our international gold movements during the first year since the outbreak of the European war included imports of gold, \$244,004,045, against \$59,312,328 in a like period one year ago; exports of gold, \$97,749,270, against \$153,984,944 a year earlier.

The 12 months ending with August 31, 1915, showed an excess of exports over imports of merchandise amounting to \$1,365,334,346, compared with \$373,528,276 in a like period one year ago, and \$711,755,672 in a like period two years ago. It also recorded a net inward gold movement of \$146,254,775, compared with a net outward gold movement of \$94,672,616 in 1913-14, and a net outward movement of \$4,315,591 in 1912-13.

The aggregate foreign commerce of the United States in the year ending with August, 1915, the first year of the European war, was, including merchandise, gold, and silver, \$5,129,715,002, against \$4,480,304,760 in the year immediately preceding the war. The net increase of \$649,410,242 for the year included a gain of \$754,847,489 in exports of merchandise and of \$189,749,922 in imports of gold and silver, and a decrease of \$236,958,581 in imports of merchandise and of \$58,228,588 in exports of gold and silver.

HANDBOOK ON MINING LAWS.

"United States Mining Statutes Annotated" is a 1,772-page bulletin (No. 94) just issued by the United States Bureau of Mines. Owing to the expense involved in its printing it has been necessary to place the nominal price of \$2.50 on the work. It is for sale in two cloth-bound volumes at this price by the Superintendent of Documents, Washington, D. C.

The bulletin is intended for persons engaged in mining enterprises that come within the scope of the Federal mining laws and as a guide in the determination of mining rights and duties. It shows the status of every Federal mining law, both laws relating to metal mining and those relating to coal, oil, and phosphate, and to mining on public, Indian, and railroad lands. It includes references to Alaska and the Philippine Islands, and is the only complete work in its field.

SOUTH AMERICA BUYS LITTLE FOREIGN CANDY.

[Consul General L. J. Keena, Valparaiso, Chile, Aug. 9.]

The Chilean customs law classifies imported candies as "chocolate in bars and powdered chocolate," "manufactured chocolate," and "manufactured candies." On the chocolate products the duty is 40 per cent and on the manufactured candies 65 per cent on a set valuation of 1.20 pesos per kilo (19.87 cents per pound).

The bar chocolate and powdered chocolate imported into Chile include all standard makes of British, French, Swiss, and Italian products. The bar chocolate is put up in tablets of various sizes wrapped in tinfoil and with an outer wrapping of paper. Manufactured chocolate is ordinarily solid chocolate candies molded into varying shapes and wrapped with an inner covering of waxed paper and an outer covering of tinfoil. All the chocolate candies imported from Italy are of this type, and, in addition, the products of two Turin companies often contain inside the wrapper a slip of paper bearing a motto or wish in Spanish.

Retail Prices—Mixed and Bulk Candies.

The local retail price of solid chocolate candies wrapped as above averages about \$0.90 United States currency per pound. Finer grades, with cream or nut centers, such as are used in box trade, retail for about \$1.30 United States currency per pound; the sale of these, however, is very limited. The Italian, Swiss, and French chocolates are often sold in small tin boxes of odd shapes, such as fruits, musical instruments, trunks, motor cars, etc.

In candies other than chocolate there is some sale for mixed bonbons packed in fancy boxes. This line will probably never be of much importance, as the candy when retailed is four to six months old. Some varieties of English candies, particularly toffee and barley sugar, are sold in $\frac{1}{2}$ -pound, 1-pound, and 2-pound tins, the candies contained in the tin being individually wrapped in waxed paper.

The largest general sale for bulk candy is in caramels, individually wrapped in waxed paper, and in a kind of hard cream candy with a fruit-pulp center. The latter are wrapped in waxed paper and covered with an outer wrapper bearing the name of the flavor and the name of the manufacturer. The trade in this line seems to be divided between a London and a Turin firm. The product of the first-named company retails for about \$1 United States currency per pound and the Turin company's caramels, etc., for about \$0.75 per pound.

Correct Packing an Essential.

The requirement of the local market for imported chocolates and candies is that they be of a type which will not deteriorate rapidly and that they be so wrapped that they will not take up moisture from the air. The requirement as to wrapping does not apply to fruit lozenges, which are ordinarily kept in glass jars. For shipment through the Tropics candy of all kinds should be packed in air-tight containers.

Candy and chocolates are imported principally by wholesale grocers. A list of these houses in Valparaiso and Santiago, Chile, is

transmitted [and may be had, upon application, from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65581].

Chile's Purchases of Foreign Confections.

The amount and value of Chile's imports of candy and the principal countries from which the confections were purchased during the last two years are shown below:

Articles and sources.	1913		1914	
	Pounds.	Value.	Pounds.	Value.
Chocolate, in bars and powdered.	339,831	\$67,515	214,179	\$42,551
United States	1,400	278	9,689	1,925
Belgium	19,048	3,784	1,124	223
France	103,452	20,553	68,894	13,688
Germany	17,426	3,502	8,852	1,750
Great Britain	163,318	32,447	107,178	21,293
Italy	23,634	4,695	9,304	1,848
Spain	7,253	1,441	2,557	508
Manufactured chocolate.	151,722	30,144	86,266	17,138
United States	30,115	5,983	6,867	1,364
Belgium	7,760	1,542	3,406	677
France	20,944	4,161	11,740	2,332
Germany	49,461	9,827	31,669	6,292
Great Britain	39,837	7,915	32,110	6,379
Italy	2,635	523	.....	40
Spain	460,320	93,241	320,805	63,735
Manufactured candies.	18,519	3,679	16,843	3,346
United States	13,217	2,625	5,016	996
Belgium	39,804	7,908	23,105	4,680
France	35,980	7,148	24,339	4,836
Germany	301,625	59,926	179,048	35,572
Great Britain	46,396	9,218	65,543	13,022
Italy	9,645	1,916	5,478	1,088
Spain	.....	.....	.....	.....

[Consul General Alfred L. Moreau Gottschalk, Rio de Janeiro, Brazil, July 29.]

Brazil Imports but Small Part of Total Amount Consumed.

The following statistics show the extent to which the various classes of sweets were imported into Brazil during 1913 and 1914:

Articles and sources.	1913		1914	
	Pounds.	Value.	Pounds.	Value.
Chocolate.	102,438	\$39,687	36,747	\$16,079
United States	507	167	.....	.....
France	13,852	4,289	4,879	1,483
Germany	6,314	2,676	2,341	1,027
Great Britain	32,234	11,043	7,921	4,119
Italy	10,657	5,380	4,403	2,326
Switzerland	30,510	12,911	13,541	5,442
Confectionery and candies.	217,911	57,731	102,758	23,923
United States	421	112	2,921	718
France	91,820	29,906	33,336	10,640
Great Britain	92,039	14,918	51,573	7,643
Italy	9,211	4,204	1,980	917
Switzerland	3,627	1,386	2,467	1,028

It is apparent from the foregoing figures that the importations of these products constitute but a small share of the consumption of a nation of nearly 20,000,000 inhabitants who are proverbially fond of sweets.

Domestic Industry Supplies Most of the Demand.

The comparatively small import is attributable, first, to the extremely high protective tariff under which a growing domestic in-

dustry has been fostered, and, second, to the rapid deterioration of confectionery in this climate. Chocolate, cocoa, and candies are made in numerous large factories in Rio de Janeiro, the operations of which were described in a report from this consulate general dated April 23, 1913, entitled "Chocolate, Cocoa, Candies, and Confectionery in Brazil." [The report referred to is one of an extensive series on this subject, prepared by American consular officers in many countries. The reports, in manuscript form, are available for inspection at the Bureau of Foreign and Domestic Commerce or its branch offices.] Unfortunately more recent statistics concerning domestic production are not available.

Van Houten's (Dutch) and Suchard's (French) are the most popular foreign cocoas used here; and Cadbury's (English) and Jacquin's (French), together with some Italian candies, in boxes and hermetically sealed tins, enjoy the bulk of the Brazilian trade in imported candies.

[A list of Rio de Janeiro importers of confectionery may be obtained from the Bureau and its branches by asking for file No. 65424.]

AMERICAN OIL-DRILLING MACHINERY IN THE CAUCASUS.

[Consul F. Willoughby Smith, Batum, Russia, Aug. 12.]

The following extract from a letter addressed to this consulate by an important Baku firm may be of interest to American manufacturers of drilling machinery.

The most conspicuous feature in the local district from the United States point of view is the boom in rotary drilling machinery. Quite a number of outfits have been imported from the States. It would pay any manufacturer of rotary outfits to open stores in Baku and Grozny.

Generally, it must be pointed out that America being the home of the petroleum industry should have no difficulty in holding the lion's share of the Baku and Grozny markets, but in order to do this they must show some of the Teuton adaptability to circumstances, or in other words they must realize the need of credit in Russia; so far the United States manufacturer seems to expect the Russian merchant to find out what he (the manufacturer) has to sell, apply to him for particulars and prices, and send in orders accompanied by a confirmed credit, which in other words means depositing the money in full in a New York bank. The Russian merchant must then wait a few months for the execution of his order and a further few months for delivery. The net result is that the Russian merchant must be prepared to wait about a year before the goods come into his store, whereas the German manufacturer sends goods in bond, and the merchant pays for them as sold and taken out of bond.

The importance of keeping a permanent stock of drilling outfits at Baku and Grozny can not be too strongly emphasized.

APPLE SHORTAGE IN ONTARIO PROVINCE.

[Consul Felix S. S. Johnson, Kingston, Canada, Sept. 18.]

The apple crop in Ontario Province will be short and rather poor in quality. There has been much wet weather and fungus growths. Fruit men believe that this will be a low-record year in production and quality. Estimates for various sections are 20 to 50 per cent. In Prince Edward County Russets and Snows are well loaded; where sprayed the fruit is clean, and buyers have been active, some sales having been made at \$2.50 to \$2.70 per barrel.

FERTILIZERS IN HOLLAND.

[Commercial Attaché Erwin W. Thompson, The Hague, Aug. 24.]

By a recent regulation the Netherlands Government will in future purchase and import all foreign fertilizers through a special royal commission. Official blanks are now being filled out by the dealers indicating their probable requirements of the different kinds. A member of the commission is stationed in London to arrange details of financing and shipping. (The Dutch legation in London will give particulars to prospective sellers.)

Intensive agriculture has reached a high pitch in Holland, where there are about 500 people to the square mile. Besides the domestic barnyard manures, 24,000 tons are annually imported, mainly from Belgium and Germany. Artificial fertilizers are used to a large extent. In 1913, which was a normal year, 1,368,327 metric tons were imported for consumption.

Netherlands Imports of Artificial Manures.

The following table (in metric tons of 2,204.6 pounds) is from the Dutch official statistics for 1913 and shows the countries from which the various fertilizer ingredients were imported, though not necessarily the countries of origin:

Fertilizers.	Belgium.	Germany.	Pacific Islands.	United Kingdom.	United States.	Other countries.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Natural guanos.....	4,693	1,668	4,980	489	5,400	5,763	22,313
Bone meal.....	60	6,053	.....	62	11	880	7,046
Chilean saltpeter.....	31,344	3,791	.....	.....	.....	168,450	203,585
Kainite and carnallite.....	748	213,318	.....	.....	.....	.....	214,066
Superphosphates.....	94,807	4,543	6,800	102	102,308	61,818	270,378
Thomas meal.....	60,422	326,216	1,000	310	45,844	4,321	438,113
Ammonium sulphate.....	434	27,752	.....	2,991	.....	.....	31,177
Potash.....	10	105,182	.....	1	.....	.....	105,193
Other kinds.....	20,014	28,483	3,428	92	7,700	16,739	76,456
Total.....	212,532	716,406	16,128	4,047	161,263	257,961	1,368,327

Quantity Used per Acre.

The whole area of Holland is 12,600 square miles (about the size of Maryland), which is occupied approximately as follows:

	Square miles.
Flowers and bulbs.....	30
Nurseries.....	85
Market gardens.....	195
Area most highly fertilized.....	310
Grain, potatoes, and other field crops.....	3,400
Total area fertilized.....	3,710
Meadows.....	4,750
Parks and trees.....	1,000
Buildings, roads, canals, moors.....	3,140
Total.....	12,600

Considering the fertilized area of 3,710 square miles, or 2,374,400 acres, the commercial fertilizer used averages more than 1,270 pounds per acre, which is fully three or four times as much as the average—where employed at all—in the United States. When to this is added the considerable amount of home manures used, it is not difficult to understand the high agricultural productiveness of this little country.

FOREIGN COUNTRIES BUY AMERICAN LOCOMOTIVES.

Facts of more than passing interest as to the growing world popularity of American locomotives and a truly remarkable achievement in quick delivery were brought to light in a personal letter to Secretary of Commerce Redfield from an official of a large American locomotive works. The following extract therefrom is used by permission:

You will be interested to learn that we received an order last week for 25 large freight locomotives for the Madrid, Saragossa & Alicante Railway, of Spain; we also received an additional order for 15 passenger locomotives for Serbia. The 25 locomotives for Spain will be built to duplicate throughout the European engines in all details—to the metric system and of plate-frame construction. The locomotives for Serbia will have 19 by 24 inch cylinders and will weigh about 150,000 pounds in working order; they will be equipped with superheaters and electric headlights and will embody all latest American improvements in locomotive design. The 15 locomotives will be built and delivered in New York within 60 days from receipt of order.

Thirty-five engines have already been completed on a Russian order, and we expect to complete the full 100 locomotives by the first week in October. We have made an excellent record in the construction of these engines, as the first locomotive was tested under steam at our works in 45 working days from receipt of order. The locomotives are of an entirely new design, and we had to purchase every pound of material that went into their construction. The Russian commission seems well pleased with the result.

Past Year Marks Beginning of Sales to Europe.

It is only within the last fiscal year that the United States has sold railway locomotives to Europe to any extent. Save for 1 locomotive sent to Austria-Hungary in 1910 and another in 1911, and 3 sent to Spain in 1913, no exports of steam locomotives to the Continent are revealed by the official statistics of the United States for the half decade ending June 30, 1914. In the 12 months following that date, however—a period practically coincident with the first year of the present European war—31 American-made locomotives were shipped to France, 9 to Greece, 10 to Serbia, and 5 to European Russia. Twenty steam locomotives were exported to Asiatic Russia in the same period. The values represented by these and other important shipments during the fiscal year 1915, with figures for the preceding five years for comparison, are given below:

Exported to—	1910 *	1911 *	1912 *	1913 *	1914 *	1915 *
Austria-Hungary.....	\$2,948	\$8,430				\$215,474
France.....						136,000
Greece.....						30,880
Russia in Europe.....						150,000
Serbia.....				\$21,900		
Spain.....					\$502,253	111,063
Canada.....	247,979	245,618	\$472,046	1,182,993		
Cuba.....	122,749	153,967	280,786	382,206	679,615	422,567
Brazil.....	1,043,295	1,199,601	1,251,824	2,310,853	637,528	12,185
Chile.....	45,079	51,890	56,891	202,753	190,944	42,592
Colombia.....	33,793	68,023	40,030	42,821	83,645	36,351
Ecuador.....	14,850	15,900			31,650	4,080
Peru.....		11,875	13,750	89,540	96,116	17,796
Venezuela.....			6,445		37,510	7,600
China.....	102,755	147,700	55,125	123,075	228,629	148,867
Russia in Asia.....						330,000
Australia.....	3,314	11,325	341,117		320,037	9,067
All other countries.....	787,657	1,039,319	780,168	2,077,521	785,248	418,304
Total.....	2,401,619	3,953,648	3,298,182	6,442,674	3,692,225	2,115,866

* Includes both electric and steam locomotives.

• Steam locomotives only.

Exported to—	1910	1911	1912	1913	1914	1915
RECAPITULATION.						
Europe.....	\$2,948	\$3,430	.....	\$24,009	.....	(e)
North America.....	918,708	1,324,572	\$906,929	1,826,469	\$1,485,088	(e)
South America.....	1,244,840	1,465,539	1,413,009	2,065,887	1,102,993	(e)
Asia.....	132,740	686,604	396,611	1,452,161	585,369	(e)
Oceania.....	16,598	41,803	353,738	473,268	352,037	(e)
Africa.....	88,785	417,700	177,875	.....	166,078	(e)

* Not yet available. However, it might be stated that the figures given for European and South American countries cover all of the year's shipments to those continents.

The total number of American-made locomotives exported to all destinations in the fiscal year 1910 was 310; in 1911, 416; in 1912, 349; in 1913, 622; in 1914, 383; and in 1915, 228.

REDUCTION IN ARGENTINE CROP ESTIMATES.

[Consul General W. Henry Robertson, Buenos Aires, Aug. 8.]

The Bureau of Agricultural Statistics and Rural Economy of the Ministry of Agriculture has issued a new estimate of the production of wheat, flax, and oats for the season 1914-15, as follows (yield expressed in metric tons of 2,204.6 pounds):

Provinces and Territories.	Wheat.	Flax.	Oats.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Buenos Aires.....	1,635,000	215,500	676,000
Santa Fe.....	510,000	400,000	36,000
Cordoba.....	1,460,000	280,000	25,000
Entre Rios.....	130,000	190,000	22,000
Pampa.....	715,000	14,700	50,000
San Luis.....	80,000	14,000	10,000
Others.....	55,000	1,300	12,000
Total.....	4,585,000	1,126,500	831,000

Compared with previous forecasts for this same year, the above estimate indicates a decrease in each case, due to heavy rains and inundations in various parts of the grain belt, which very seriously retarded thrashing operations as well. At the date of this estimate, considerable wheat still remained unthreshed.

CALIFORNIA LIMA BEANS FOR EXPORT.

California produced 2,775,000 sacks (80 pounds each) of dry edible beans last year. Over half the yield—1,500,000 sacks in 1914—consists of limas, which are in demand not only in the United States but for export. A Ventura report says bean associations there have recently received inquiries in regard to limas from Australia and Japan, two new consumers.

Lima-bean growers are forming cooperative sales organizations this season throughout California. Several in Ventura County have entered into an agreement to sell their 67,000 sacks (80 pounds each), while another Ventura organization has been formed to dispose of 50,000 bags. Some of the associations are building warehouses and cleaning plants, one at Garden Grove costing \$4,000.

UNION SCALE OF WAGES AND HOURS OF LABOR.

The union scales of wages and hours of labor for 93 of the principal trades in 41 of the leading cities of the United States prevailing in May, 1914, are published in Bulletin No. 171, just issued by the Bureau of Labor Statistics of the United States Department of Labor. The scales shown are those of the baking, brewing and beer bottling, building, freight handling, granite and stone, metal, millwork, printing, soft-drink, and teaming trades.

The average rate of wages per week for all cities, taken collectively, was higher on May 1, 1914, than on May 1, 1913, for 75 of the trades reported; in 17 trades there was no change, and in only 1 trade was it lower.

Considering some of the more important trades, the following increases in weekly rates of pay between May, 1913, and May, 1914, may be noted: Bakers, 2 per cent; beer bottlers, 3 per cent; bricklayers, 2 per cent; carpenters, 1 per cent; hod carriers, 1 per cent; inside wiremen, 3 per cent; lathers, 2 per cent; parquetry floor layers, 6 per cent; plumbers and gas fitters, 1 per cent; sheet-metal workers, 3 per cent; stonemasons, 3 per cent; stonecutters, 4 per cent; structural ironworkers, 2 per cent; freight handlers, 3 per cent; blacksmiths, 2 per cent; painters (hardwood finishers), 4 per cent; electrotypers (battery men and builders, 5 per cent; electrotypers (finishers and molders), 4 per cent; compositors (book and job), 2 per cent.

Considering rates of wages per hour as distinguished from rates per week 78 trades showed an increase, 15 no change, and for none was the rate lower.

The highest scales per hour paid in May, 1914, in a few of the principal trades were as follows: Bricklayers, 87.5 cents, in Dallas and San Francisco; carpenters, 65 cents, in Chicago; hod carriers, 50 cents, in Portland, St. Louis, Salt Lake City, and San Francisco; painters, 70 cents, in Chicago; plasterers, 87.5 cents, in Dallas and San Francisco; plumbers and gas fitters, 75 cents, in Chicago, Dallas, Portland, St. Louis, Salt Lake City, San Francisco, and Seattle; sheet-metal workers, 68.8 cents, in Chicago and San Francisco; stonecutters, 70 cents, in Portland and San Francisco; structural iron workers, 70 cents, in Cleveland; freight handlers, 60.6 cents, in New Orleans; granite cutters, 68.8 cents, in New York; iron molders, 50 cents, in San Francisco; linotype operators (Hebrew, book and job), 83.3 cents, in New York; compositors (English newspaper), day work, 75 cents, in Seattle.

As to changes in hours of labor, 15 trades showed a reduction of hours between May, 1913, and May, 1914, 77 reported no change, and 1 reported an increase.

In 1914 the union scales in the baking trade show hours in some localities as low as 48 per week, but generally they are higher. The building trades in a majority of the cities covered have an 8-hour day and most building trades also have a Saturday half holiday, either for the whole year or part of the year. Inside wiremen, lathers, marble setters, fresco painters, sign painters, structural-iron workers, and the granite and stone trades all have an 8-hour day in the cities reported, and nearly all have a Saturday half holiday the year round.

The hours of labor in the metal trades range from 44 to 60 per week, 54 being the predominant hours. The printing trades in book and job offices have an 8-hour day in nearly all the cities covered, and in the newspaper offices all trades have an 8-hour day or less.

MARKET FOR AMERICAN WOODS IN GREECE.

[Consul A. B. Cooke, Patras, Aug. 23; supplementing dispatches in COMMERCE REPORTS for Apr. 27 and July 17, 1915.]

As stated in former reports from this consulate, there is a sharp demand for woods of various kinds on the markets of this district, owing to the complete cutting off for the time of the usual sources of supply in Europe.

Importers have already placed considerable orders in the United States, and some of the first orders have arrived. The American woods have proved so satisfactory, so far as they have thus far reached this market, that there is every reason to believe they will be able to take and hold the market even after the return of normal conditions.

American Woods Not Known.

A serious handicap to the promotion of American woods just now, however, is the almost complete ignorance of these woods on the part of the local markets. Until the recent importations, American woods were absolutely unknown here. American exporters, writing in response to reports from this consulate, quote to importers "gum," "red gum," "hardwood," "oak," "highland spruce," and similar terms. These terms mean nothing definite to importers here; and they are consequently in great uncertainty often as to whether the wood quoted will actually meet the needs of the trade in its various lines.

Sample Woods Should Be Sent.

The import trade of this district in woods is important enough to justify American firms in taking careful steps to secure and hold it. It is suggested that interested firms send to this consulate samples of their several woods as indicated below, each sample clearly marked with the commercial name of the wood. Samples should be of sufficient size to show the nature of the wood; say, 2 inches wide, 12 inches long, and $\frac{1}{2}$ inch thick. The samples can be sent by parcel post at the rate of 12 cents per pound, the parcels limited to 11 pounds each. The woods in chief demand here are:

For currant cases: *Spruce, white pine.*

For building materials: *Spruce, pitch pine.*

For currant barrels: *Beech, white oak, probably gums.*

For olives, oil, and wine barrels: *White oak.*

For furniture making: *Walnuts, oaks, maples, pitch pine.*

By far the greatest part of the consumption is for currant cases, building, and currant barrels. A very small part is for furniture making.

All samples received will be placed on exhibition in the rooms of the Patras American Chamber of Commerce, where they can be freely examined at all times. They may bear the addresses of the American firms submitting them. In this way local importers will be able to determine in any case just what sort of American wood they wish to order. The import trade of the district in woods involves annually \$600,000 to \$800,000.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Piano and piano player, No. 18379.—An American consular officer in Australia reports that a business man in his district requests names of American manufacturers of pianos and piano players. Only firms doing an extensive business and selling absolutely reliable instruments need answer. Illustrations of pianos wanted are submitted, and may be examined at the Bureau or its branch offices. (Refer to file No. 64980.) Quotations f. o. b. port of shipment.

Refrigerating and ice-making machinery, No. 18380.—A man in Spain wishes to secure immediately catalogues and terms on refrigerating and ice-making machinery. The capacity of the ice-making machine to be 2 tons of ice in 24 hours. Correspondence and literature to be in Spanish.

Groceries, No. 18381.—A report from an American consular officer in Greece states that a firm wishes to correspond with American exporters of sugar, coffee, rice, pepper, dried codfish, and other canned goods. It is stated that there is a good market in that district for all the articles mentioned. Correspondence may be in English.

Celluloid, No. 18382.—An American consular officer reports that a firm in Switzerland desires to communicate with American firms manufacturing celluloid or its substitute. It is to be used in the manufacture of glasses for medallions and must be colorless, very transparent, and its surface highly polished. Samples are requested with quotations. The utmost care is recommended in the packing, so as to avoid all possible friction and scratches. If the quality is satisfactory, regular monthly orders will be placed. Prices f. o. b. American port or c. i. f. European port. Correspondence should be either in French or German. Samples accompany the report, and they may be inspected at the Bureau or its branch offices. (Refer to file No. 65811.)

Mirrors and plate glass, No. 18383.—A commercial agent of the Bureau reports that the names of American manufacturers of mirrors and plate glass are requested by an American consular officer in Cuba. Catalogues and price lists in Spanish are solicited.

Photographic supplies, No. 18384.—The Bureau is in receipt of a letter from a business man in Colombia stating that he is in the market for photographic and photo-engraving apparatus and chemicals. Catalogues and price lists are requested at once.

General representation, No. 18385.—A man of high commercial and social standing in Uruguay desires to represent American firms in that country. He is especially familiar with all kinds of jewelry, and is well qualified to represent firms, having lived in Uruguay for 20 years.

Sheet iron, etc., No. 18386.—A letter from Greece to this Bureau states that a firm in that country desires the names of manufacturers exporting tinned sheet iron; sheet iron, plain and corrugated; tin in rods; copper in sheets and rods; Belgian Iron, No. 2; and sulphate of copper. References given.

Storage batteries, No. 18387.—A commercial agent informs the Bureau that information and prices are desired by a business man in Central America relative to storage batteries suitable for use on tram lines and in the operation of motor boats. Prices should be quoted f. o. b. New York or New Orleans. Correspondence may be in English.

Cotton materials, No. 18388.—An American consul in Canada reports that a firm is in the market for cotton materials to be used in the manufacture of oil mops. It desires to obtain samples and quotations and states that from 5 to 10 bales will be needed monthly, and the amount will increase as the product becomes better known.

Machinery, No. 18389.—A manufacturer of corsets in Spain is desirous of installing all necessary modern machinery for the enlargement of his factory, and for this purpose is sending a member of the firm to the United States to make the necessary purchases, which will include machines for making buckles, and all other parts. The purchasing agent will make his headquarters in New York City. His address may be obtained from the Bureau or its branch offices.

Automobiles and motor cycles, No. 18390.—A report from an American consul in Denmark states that a man with a great deal of experience wishes to represent American manufacturers of automobiles and motor cycles in that country.

Jute yarn and twist, No. 18391.—A firm in Canada requests an American consul to place it in communication with manufacturers of jute yarn and twist, from 2 to 10 ply.

Copal gum, No. 18392.—A paint factory in Brazil informs an American consul that it is in a position to furnish copal gum to American importers and manufacturers. The following prices are quoted: First quality about 20 cents per pound; second quality about 18 cents per pound, f. o. b. Rio de Janeiro. It is stated that the firm has 2,000 kilos on hand and can supply this quantity monthly. Samples of the gum may be examined at the bureau or its branch offices. (Refer to file No. 65431.)

Eggs, No. 18393.—A report from a consular officer in Denmark states that a firm is in the market for large quantities of eggs. Reference given. Correspondence may be in English.

Stationery and office supplies, No. 18394.—An American consul in Chile states that the *Diario Oficial* of July 23, 1915, publishes a call for bids on stationery and office supplies for the State Railways of Chile. The list is detailed and includes letter, carbon, and typewriter paper, ink, sealing wax, erasers, paper clips, etc. The bidder must have an authorized representative established in Chile through whom the bids are to be made. Bids must be accompanied by samples and a deposit of 10 per cent of total value of the contracts. Bids must be handed to El Jefe del Departamento de Materiales y Almacenes, Estacion Alameda, Santiago, Chile, on or before October 14, 1915. The bureau has no further information relative to this opportunity.

CONDITION OF SWEDISH MATCH INDUSTRY.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, Aug. 25.]

During the last year the Swedish match industry has met with difficulties. It is only through great exertion that it has been able to keep the export market that it has worked up, and it has been extremely difficult to get raw material. At the beginning of the war the import of Russian asp wood into Sweden stopped. Then it was necessary to get the wood from Swedish forests. It has been shown that the Swedish asp can very well be used, and much asp is found in Norrland and also in the Provinces in the southern part of Sweden. The factories in Jönköping have enough wood to last for some time to come. However, the prices of Swedish asp have become very high, and when freight costs are added the factories have found it very much more expensive to use Swedish wood.

In Russia the export of asp wood is not prohibited, but the high freights on the railroads have hindered it. A few cargoes of asp-wood in splintered form have reached Sweden by water via Finland, but as a rule the Swedish factories can not make use of the wood in this form, as it is much too wasteful. Therefore they will have to continue to fill their needs in Sweden.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Repair work, No. 2646.—Sealed proposals will be received at the office of the Lighthouse Inspector, Portland, Oreg., for docking and repairing Columbia River light vessel No. 88. Blank proposals and particulars may be obtained by addressing the above office.

Oil cases, No. 2647.—Sealed proposals will be received at the office of the Lighthouse Inspector, Portland, Oreg., for the sale of 2,000 condemned oil cases, including two empty 5-gallon cans in each case. Further particulars may be obtained by addressing the Lighthouse Inspector.

Condemned structures, No. 2648.—Sealed proposals will be received at the office of the Lighthouse Inspector, Honolulu, T. H., for purchasing condemned lighthouse-keeper's dwelling, small service house, and water tank at Kanahena Point, Maui. Further information and particulars may be obtained from the above office.

Construction work, No. 2649.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until October 27, 1915, for the construction, complete (including mechanical equipment and approaches), of the United States post office at Newcastle, Ind., and Monongahela, Pa. Drawings and specifications may be obtained from the custodian of site at Newcastle, Monongahela, or at the Supervising Architect's Office.

Ice-making and cold-storage plant, No. 2650.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until October 16, 1915, for furnishing, f. o. b. cars, San Francisco, and the installing in Peking, China, of an ice-making and cold-storage plant at the United States Marine Barracks, Peking, China. Plans and specifications may be obtained on application to the Bureau of Yards and Docks.

Books, No. 2651.—Sealed proposals will be received at the Medical Supply Depot, United States Army, 543 Greenwich Street, New York City, until September 27, 1915, for furnishing and delivering at the depot, in good condition, 200 copies of Mason's Handbook for the Hospital Corps and 132 copies of "Commemoration Volume."

Hangars, No. 2652.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until October 16, 1915, for three hangars at the United States Navy Aeronautic Station, Pensacola, Fla. Plans and specifications may be obtained on application to the Bureau of Yards and Docks or to the commandant of the naval station named.

Dredging, No. 2653.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until October 2, 1915, for dredging at the Naval Station, New London, Conn. Plans and specifications may be had on application to the Bureau of Yards and Docks or to the commandant of the naval station named.

Construction work, No. 2654.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until October 30, 1915, for the construction complete (including mechanical equipment and approaches) of the United States post office at Seymour, Ind. Drawings and specifications may be obtained from the custodian of the site at Seymour or at the Washington office.

Construction work, No. 2655.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until October 23, 1915, for a two-story brick building at St. Helena, Navy Yard, Norfolk, Va. Plans and specifications may be obtained on application to the Bureau of Yards and Docks or to the commandant of the navy yard named.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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FREE SAMPLES OF PRIZE-WINNING CHINESE TEA.

Representatives of the tea companies in the Province of Hunan, China, whose teas were awarded a Grand Prix at the San Francisco Exposition, are desirous of presenting samples of their products to the wholesale tea merchants of the United States "as a mark of appreciation of the honor conferred upon them." Mr. Allan S. Chow, secretary of the Republic of China's commission to the Panama-Pacific International Exposition, has conveyed this information to Secretary of Commerce Redfield and has asked for the names of the leading American tea merchants for transmission to the Hunan growers' representatives. Mr. Chow may be addressed at San Francisco.

CHILEAN TRADE COMMISSIONER VISITING UNITED STATES.

[Commercial Agent E. E. Judd, New Orleans.]

Mr. Eduardo Carrasco, trade commissioner of the Chilean Government, is at present touring the United States. One of the principal objects of his trip is to interest American capitalists in the establishment of a chain of hotels in Chile to improve living conditions for traveling men visiting that country. Mr. Carrasco has been at New Orleans, Los Angeles, and San Diego, and is now at San Francisco where he expects to spend about a month. He will then go to Portland and Seattle and return to the East by way of Salt Lake City, Denver, Kansas City, St. Louis, and Chicago. Mr. Carrasco has been invited to make his headquarters at the branch offices of the Bureau of Foreign and Domestic Commerce when he is in the cities where they are located. Mr. Carrasco is admirably equipped to give information concerning Chile, and it is hoped that American business men may avail themselves of the opportunity thus presented. He is particularly interested in studying, while here, the methods and organization of the United States Departments of Commerce and of Agriculture.

STANDARDS FOR ELECTRIC SERVICE DISCUSSED.

Electric light and power companies are now subject to regulation by State commissions in more than half of the States of the Union, and by municipal ordinances in a number of cities in States not having commission regulation.

Owing to the very rapid development and constant changes in methods and apparatus, it has heretofore been difficult to fix standards for electric service for general adoption. Developments are, of course, still going on, but the methods of electrical distribution and measurement in common use and the criteria of good service generally accepted have become so largely fixed by practice that it is now possible to formulate standards of service that will be generally acceptable.

Regulation in Every State Except Two.

The popular movement for the regulation of public-utility corporations has spread rapidly since 1907, and there are now corporation commissions, public-service commissions, or railroad commissions in every State save two.

Circular No. 56 of the Bureau of Standards, which may be obtained by application to that bureau, discusses the most important factors constituting and promoting safe and adequate electric service, the circular being based on a careful study of the experience of operating companies and regulating bodies, both State and municipal.

The circular contains, first, rules and recommendations for the regulation of electric service companies by State commissions; second, three different ordinances suitable for adoption by towns and cities in States not having regulation by commissions; third, specifications for the approval of types of electricity meters by commissions; and, fourth, all orders, rules, and regulations so far adopted by commissions for electric service.

Rules Suggested Result of Careful Study.

The rules suggested as suitable for the consideration of State public service commissions are the result of conferences and correspondence with nearly all of the commissions, and careful study and comparison of existing orders and rules.

The suggested regulatory ordinances for electric service in cities are based on a very careful study of the subject and conferences with many operating companies and others qualified to express opinions. Three different ordinances, varying in scope and length, so as to make them useful to municipalities of various sizes from small towns to the largest cities, are proposed and discussed.

FIRE LOSSES IN CORK-GROWING DISTRICTS.

[Consul Paul H. Foster, Jerez de la Frontera, Spain, Aug. 14.]

Forest fires in the cork-growing district of Ubrique, a large part of which is the property of the municipality of Jerez de la Frontera, and which furnishes a considerable portion of the city's income, have been raging for several days past. The loss up to the present time is estimated at \$150,000 and, so far as the present generation is concerned, is irreparable, as 40 to 50 years are needed to bring a cork-oak to maturity.

BRITISH COTTON-GROWING EFFORTS.

[Manchester Guardian, Sept. 10.]

The Council of the British Cotton-Growing Association met this week in Manchester. It was reported that considerable quantities of cotton seed have been distributed in Lagos for planting for the new crop, and the seed is being freely taken by the native farmers. On the whole, the people do not appear to be discouraged by the reduced prices which are being paid for cotton, but are sowing as much as ever. The rainfall has been more satisfactory than for some years, and there is reason to anticipate a large crop next season. The purchases of cotton in Lagos to date amount to 5,856 bales, as compared with 13,415 bales for the same period of last year and 13,557 bales for 1913. The purchases in Northern Nigeria to the end of July were 437 bales, against 505 bales for last year.

It has been decided to close the operations in the Gold Coast and at Illushi (Southern Nigeria), but it is proposed to make arrangements for the Labolabo ginnery to be kept open during the cotton season for the benefit of those planters who may continue to grow cotton.

The new crop in Uganda is now coming forward, although there are difficulties in shipping; the cotton which has arrived up to the present time is of a good quality and is commanding a ready sale at satisfactory prices.

In Nyasaland the buying prices for the new native cotton crop have been fixed after careful deliberation between the director of agriculture and the association's representative. Slight reductions in price have had to be effected in certain districts, but these were inevitable in the present condition of the cotton market, and the governor is satisfied that they are the most liberal terms which could have been offered by buyers. The picking of the new crop has commenced, and it is expected that the crop will be an average one. The council decided that the amount available for advances to planters in Nyasaland next year should be limited to \$10,000.

Fixed Price for West India Sea Island.

Arrangements have been made for guaranteeing a fixed price for the 1915-16 crop of West Indian Sea Island cotton. Should any cotton prove to be superior to the fixed standard a relatively higher price will be paid, and lower prices where the cotton is below the standard. It is hoped that these arrangements will encourage the planters in the West Indies to continue cotton cultivation.

JULY TRAFFIC THROUGH PANAMA CANAL.

[Canal Record, Sept. 8.]

The number of ocean-going vessels passing through the Panama Canal during July—170—was about 65 per cent greater than the average for the preceding months and exceeded the June record figure by 27. The cargo carried through the canal during the month totaled 705,469 tons, exceeding the shipments during any previous month. Vessels moving from the Atlantic to the Pacific numbered 93, and carried 316,773 tons of cargo; those from the Pacific to the Atlantic numbered 77, and carried 388,696 tons of cargo. The tolls collected amounted to \$573,366.

AUSTRIA-HUNGARY'S OFFICIAL FOREIGN-TRADE FIGURES.

[Consul General Albert Halstead, Vienna, Aug. 27.]

Statistics published by the Austro-Hungarian Ministry of Commerce give the exports and imports of the country for the second quarter of 1915, with similar figures for the months April to June, 1914. The comparison reveals a considerable falling off, the decrease in exports being much greater than that in imports. The figures by months for the two years are:

Months.	Imports.		Exports.	
	1914	1915	1914	1915
April.....	\$85,975,080	\$41,026,300	\$46,020,100	\$19,061,700
May.....	67,863,268	36,991,900	47,626,800	15,448,300
June.....	64,006,900	37,717,400	44,863,080	12,628,000
April-June.....	197,864,100	114,735,600	138,709,900	47,136,000

In the first six months of 1915, the imports amounted to \$213,150,000 against \$377,493,000 in the first half of 1914. Exports amounted to \$106,676,000 against \$269,842,000 in 1914.

Figures Given for Three Principal Classes.

These trade figures for the first half of 1915 embrace the three principal classifications—raw materials, partly manufactured goods, and wholly manufactured goods. The figures by classes are:

Classes of goods.	Imports.		Exports.	
	1914	1915	1914	1915
Raw materials.....	227,833,000	117,171,600	87,735,000	51,115,400
Partly finished.....	54,088,000	26,882,500	63,257,000	18,466,300
Manufactures.....	95,572,000	70,095,900	128,850,000	37,067,300

A large proportion of the decrease in imports is in raw materials—principally grains, seeds, cattle and horses, skins and hides, eggs, cotton, wool, flax, and jute. The reduction in the value of the imports of coal is also considerable. The actual reduction in imports is really greater than appears, because the goods were purchased at much higher prices than in 1914.

In partly manufactured goods, only cotton shows an increased import, inasmuch as large quantities of cotton were imported early in 1915. Wholly manufactured goods, generally, show reductions, principally in machinery, silk goods, wool and cotton goods, clothing, and rubber.

Articles of Export Showing Decreased Amounts.

In exports, wholly manufactured goods figure in the loss for the second quarter of 1915. After sugar, cotton, wool and linen products, and clothing show the greatest decrease. The exports of woodenware, leatherware, glassware, ironware, machinery, chemicals, paper, etc., were largely reduced. The exports of partly manufactured goods were much reduced, particularly yarns and leather.

The reduction in the exports of raw materials was chiefly in cattle and horses, hides and skins, eggs, feathers, wood, coal, and raw wool.

Although the quantities of grain, seeds, etc., exported were very much reduced, the higher prices realized show an increased export value.

SUGGESTED PAN AMERICAN LITERATURE EXCHANGE.

[Consul Ross Hazeltine, Cartagena, Colombia, Aug. 5.]

The establishment of a Pan American literature exchange, efficiently equipped and carefully organized, would no doubt prove to be a commercial as well as an artistic success. Such an exchange would mark a distinct advancement in the cultural relations of the United States with Latin America, constituting a coordinate step with the exchange of professors and students, and ultimately leading to a more sympathetic understanding between the Republics of the Western Hemisphere.

The temperament and natural instincts of the Latin Americans are essentially artistic. The percentage of potential orators, artists, and writers is very high. This continual striving, especially in the field of literature, occasionally produces a work of unquestioned merit, of which little or nothing is known in English-speaking countries. This is, for obvious reasons, more often the case with fiction and poetry than with the drama.

The contrast between the character of North American and South American literature is notable, but the appreciation on both sides is keen, even if not widespread. Acquaintance with Spanish literature in the United States is on the whole decidedly limited; it is perhaps confined to such well-known writers as Cervantes, Calderon de la Barca, Alarcón, and Quevedo. In the field of drama American audiences are all too seldom privileged to witness a "Marta of the Lowlands."

North American Literature Admired—Publication in Three Languages.

In Spanish America the vitality and action of North American literature is sincerely admired. For lack of something better American "penny dreadfuls" are widely read, while among the cultured classes the works of Poe, Mark Twain, Longfellow, and a few others are known.

The essential point is not the restricted appreciation, but rather the lack of an adequate medium of exchange. From a commercial viewpoint it would seem expedient to make such exchange trilateral; that is, issue publications in English, Spanish, and Portuguese. Practically the same organization could be utilized for this purpose. Unlike the United States, however, the centers of literature in Latin America are definitely established—a fact that would greatly facilitate the establishment of an efficient exchange. These centers, as a rule, are the respective capitals.

An encouraging feature of the proposed exchange is the vast amount of really good material obtainable. As regards translations, the fields of literature in both North and South America have lain fallow for generations.

With respect to Cartagena, the best connection possible would be the publishing house of J. V. Mogollón & Ca., but, taken as a whole, the field in Colombia could best be reached through Bogota by addressing our legation.

CONSTRUCTION WORK ABROAD.**ARGENTINA.**

[Consul William Dawson, jr., Rosario, Aug. 17.]

Extension of Railway.

The Argentine Ministry of Public Works by a recent decree provided for the delivery of the Administration of State Railways of the portion of the line from Formosa to Embarcacion which has been completed up to kilometer 297. The stretch in question, 185 miles long, will be opened to traffic as soon as formal delivery is made.

Projected Freezing Establishment.

A group of stock raisers of the Province of Corrientes are planning the erection of a freezing establishment. A provisional board has been appointed to take the necessary preliminary steps. It is headed by Sr. Ernesto L. Meabe, Calle San Juan 550, Corrientes. The question of providing an outlet for Corrientes live stock was discussed in the last annual report from this office (Annual Series, No. 38b, Apr. 17, 1915).

Projected New Dam at San Roque.

The legislature of the Province of Cordoba has approved a project presented by the Provincial Government for constructing a new dam at San Roque, the cost of which is estimated at from 5,500,000 to 6,000,000 paper pesos (\$2,335,300 to \$2,547,600). According to newspaper reports the project authorizes the Government to float internal or foreign loans the annual service for interest and amortization of which is not to exceed 500,000 paper pesos (\$212,300) and is to be met by water rates and taxes collected in the irrigated zone.

The present dam, constructed some 30 years ago at a cost of about \$2,000,000 by Carlos Casaffousth, has been the subject of protracted and at times violent discussion. In 1892 the engineer and constructor were prosecuted criminally. The judicial proceedings which resulted in their acquittal revealed numerous defects. In February, 1914, the government of Cordoba appointed a commission of three engineers to study the best means of consolidating the dam, assuring its successful operation and, if possible, increasing its capacity. The commission's report was embodied in the project approved by the provincial legislature. Its conclusions with respect to the existing dam were (1) that it tended to slide; (2) that this tendency began to be noticed when water exceeded 113.5 feet; and (3) that this was all the more serious inasmuch as the materials used did not appear to be homogeneous.

Under the circumstances the commission recommended a new dam with a retention height of 172.2 feet. The construction of this dam would submerge a portion of the State railway from Cordoba to Cosquin, and it is reported that the provincial government will request that the National Government assume the burden of reconstructing the line.

The San Roque Dam furnishes water, light, and power to the city of Cordoba, besides having initiated and made possible the rapid economic progress of the hitherto barren region opened to irrigation. The commission points out in its report that the existing dam has been unable to satisfy demands for irrigation in dry years, and that

the new dam is required to insure a permanent adequate water supply.

The project approved by the legislature provides that contracts shall be let by bids. The matter will be reported on further as appropriate opportunities for the participation of American capital, enterprise, or materials may develop.

CANADA.

[Vice Consul Robert M. Newcomb, Victoria, British Columbia, Sept. 8.]

Paving in Saanich Municipality.

The Saanich municipality of Victoria has decided to lay about a mile of modern paving on Gorge Road and Douglas Street. Asphalt will most likely be used. Address all communications to Municipal Engineer, Royal Oak Post Office, Vancouver Island, British Columbia, Canada.

[Consul Julius D. Dreher, Toronto, Sept. 11.]

New Railway Station in Toronto.

The corner stone of a new \$250,000 passenger station has just been laid in North Toronto for the joint use of the Canadian Pacific and Northern Ontario Railways. It will be a one-story stone structure, 115 by 75 feet, and 155 by 60 baggage room. The clock tower will be 143 feet high. The building will be completed by June, 1916.

[Monetary Times, Toronto, Sept. 17.]

Financing Good Roads.

The building of goods roads in Canada, while stopped to some extent by the lack of funds, continues in many sections of the country. During the fiscal year ending 1914, Quebec Province expended \$3,303,882 on the good-roads movement, ample provision being made out of revenue for meeting sufficient annual interest and sinking fund charges to repay in a term of years the whole amount borrowed for this service. A fairly large amount was spent last year also. This betterment of country roads is adding largely to the value of farm lands, and to the comfort, contentment, and prosperity of the farmers, and the popularizing of agricultural pursuits.

Saskatchewan is another Province making excellent progress with the building of good roads. Ontario for some years has made a policy of better roads of primary consideration. It is building roads to assist settlers in Northern Ontario and also in the more settled communities. Now being constructed is a concrete highway from Toronto to Hamilton, a distance of about 40 miles.

RUSSIA.

[Consul F. Willoughby Smith, Batum, Aug. 12.]

New Railroad Construction.

The Russian Imperial Railroad Commission, it is reported, has completed its examination of the proposed railroad uniting the Shua and Kineshma regions with the basin of the Don and the Caucasus. The commission has sanctioned the construction of the road through Mourom, Melenki, Elatma, Sasovo, Shatzk, Marshansk.

and Tambov, recommending, however, that this line should be united with the projected line Kozlov-Sviatoi Krest.

The construction of the new line is to be shared by two companies. The construction of the road from Marshansk to Kozlov is assigned to the Riazan-Ural Railroad Co., and the balance of the main line to the Moscow-Kazan Railroad.

SOUTH AFRICA.

[Consul Edwin N. Gunsaulus, Johannesburg, Aug. 12.]

New Railway Line from Messina, Transvaal, to Delagoa Bay.

There has just been completed the section of the new railway line from Tzaneen to Zoekmakaar. This marks an important development in the railways in central Transvaal by affording a direct means of communication from the eastern to the northern railway lines, this section being the second constructed under an agreement with the Messina Copper Co., under which that company guarantees for 10 years interest on the capital cost. The other railway section, constructed under the agreement, was the extension from Bandolier Kop to Messina, which was opened a little over a year ago. By this new construction through connection has now been effected between Messina and Delagoa Bay, obviating the circuitous route via Pretoria, the distance saved being 262 miles. The estimated cost of the two sections constructed under the agreement was \$3,649,875, and the actual expenditure is said to be well within this amount.

Following are some of the more important particulars concerning this new railway line, as published: Length of line, 56 miles; permanent way material—Rails, 60-pound, section with steel sleepers; maximum grade, 1 in 50 (compensated); maximum curve, 7 chains radius; height above sea level, Tzaneen, 2,372 feet; Zoekmakaar, 3,846 feet; survey commenced December, 1912; survey completed May, 1913; construction commenced July, 1913; construction completed August, 1915.

The line, after leaving Tzaneen, traverses the well-known and fertile valley of Duivels Kloof, where a considerable extent of land is under cultivation, and in this district passes through or adjacent to the Tzaneen and Westphalia Estates. The following are the more important river crossings: Groot Letaba, Politsi, Ramadiepe, Koodoo, and Middle Letaba.

A striking feature of the route is the severe and continuous ascent from the Middle Letaba River to the high veld within a few miles of the junction, being a distance of 15 miles, the difference in level being approximately 1,425 feet.

SPAIN.

[Vice Consul José M. Gay, Madrid, Aug. 21.]

Proposals for Paving Work in Madrid.

By official decree of August 20, 1915, the "Ayuntamiento de Madrid" is authorized to call for new proposals for asphalt paving work that was awarded to Mr. Clive E. Pearson, who renounced it. Plans and conditions are on file in the "Ayuntamiento de Madrid, Seccion de Obras," where they may be seen. This construction was noted in Daily Consular and Trade Reports for March 28, 1914.

UNITED KINGDOM.

[London Times, Sept. 9.]

Electricity Scheme for Ireland.

The falls of Lough Erne at Belleek and of the Shannon near Limerick are to be utilized. A company is seeking parliamentary powers to employ this vast power for lighting most of Ireland by electricity.

Canals above the falls will carry the headwater to fixed places lower down, and the volume of water is immense.

Mr. Theodore Stevens is the consulting engineer, and Mr. P. J. McAndrew, Sheen Lodge, Bundoran, superintending engineer, with Mr. Blayney Winslow as secretary.

The necessary capital has been subscribed by the company. The men are at work now mapping the route of the necessary canals and of the lines of cable to conduct the power.

SUCCESS OF CANADIAN NATIONAL EXHIBITION.

[Consul Julius D. Dreher, Toronto, Sept. 14.]

In COMMERCE REPORTS for August 6 last a report from this office was published regarding the proposed Canadian National Exhibition at Toronto, August 28 to September 13. The exhibition proved to be a decided success, the total attendance having been a little more than 100,000 in excess of that of last year. This was named "Patriotic Year" and greater production was emphasized in various ways. The live-stock exhibits were numerous and creditable in a high degree. The extensive agricultural exhibits of various Provinces attracted much attention. The fine fruits and vegetables were well worth studying. Canadian manufacturers made a good showing. There were, as in former years, many exhibits from the United States, but the attendance of visitors from across the border was not as large as in former years.

BETTER SHIPPING FACILITIES TO AUSTRALASIA.

[Consul General Alfred A. Winslow, Auckland, Aug. 18.]

Shipping facilities to this part of the world are much better than for the past year, and the future promises well. The Union Steamship Co. advises that, in addition to regular sailings of passenger and freight steamers every four weeks from each port, a steamer is to load general merchandise at Vancouver about the end of September, and at San Francisco early in October, for Auckland, Melbourne, and Sydney. The *Waimarino* is to load at Vancouver about the third week in October and at San Francisco at the end of October for Auckland and Sydney. The *Waihemo* will load at Vancouver and San Francisco early in October for Wellington and Sydney.

This should encourage exporters to push for business in this field, where the demand is so great. There is a shortage here along most lines.

Owing to the many accidents caused by motor cars being driven at a reckless speed through the crowded streets of Peking, China, the police authorities are drawing up regulations.

THE FAMOUS LICHEE OF CHINA.

[Consul General F. D. Cheshire, Canton, China.]

The lichee (*Litchi chinensis*), one of the most widely known fruits throughout China, is produced in South China, chiefly in the Provinces of Fukien and Kwangtung, but also in Szechwan. A small quantity is grown in other southern Provinces, but none whatever in the north. It is said that lichees grown in other than the three Provinces named are inferior in quality and almost unfit for edible purposes. This report will be confined to the lichees grown in Kwangtung Province.

The principal lichee-producing districts in Kwangtung Province are Namhoi, Pun Yu, Tsang Shing, and Tung Kun. Some lichees are grown in the Heungshan, Shuntak, and Samshui districts, and while they are produced in abundance in the Yeung Kong and Shui Tung districts they are of inferior quality.

Fruit Deteriorates Rapidly When Picked.

The fruit of the lichee tree, when plucked, rapidly deteriorates, and can be kept in its original state for only three days at most. A plan has been adopted for preserving the fruit by storing it in bamboo after sprinkling with a weak salt solution and sealing both ends of the bamboo with clay. In this manner the fruit remains fresh for about two weeks, allowing of its being exported to Shanghai and Peking and ports on the Yangtze River.

Dried lichees are very popular in foreign countries. The fruit is dried in two ways—by sun and by fire. The sun-dried lichee commands the better price, it having a finer flavor than the fire-dried fruit. There are but two or three species of the lichee that are suitable for drying purposes, viz, the "no-mai-chi," the "kwai-mi," and the "wai-chi."

The purchase of lichees by the wholesale dealers from the producers is largely one of speculation, the former bargaining with the latter for the fruit during April and May, while the trees are yet in blossom, a certain amount being agreed upon for each tree. If the tree is unfruitful, the purchaser must suffer the consequences. The actual quantity of fruit produced annually is a difficult matter to ascertain accurately, but from information received from the lichee growers the total amount of lichees annually produced in the Kwangtung Province is estimated at 1,500,000 pounds.

Cultural Methods—Grafting Hastens Bearing.

The selection of suitable soil for the planting of lichee trees is most essential. Alluvial soil lying along the banks of fresh-water streams is to be preferred. A soil composed of sand and mud in about equal proportions and about 6 feet above water is considered ideal. The lichee tree's two deadliest enemies are salt water and cold, and for this reason it is difficult to grow lichee trees even in South China. An abundance of manure is essential if the tree would flourish. In winter the young trees must be protected from the cold by wrapping the trunks with straw and covering the base of the tree with a mixture of hay and mud, and this process must be continued until the trees have reached the age of 40 to 50 years.

The season for planting the lichee tree is in the spring. The seed or kernel from the fruit is placed in the ground and protected with

manure and mud. When the tree is 1 year old it is transplanted to a location near a stream, if possible. At the age of 5 years the tree comes into bearing, but the fruit is of a poor quality and gradually improves as the tree matures. Fruit of a good quality, as a rule, can not be expected until the tree is 30 to 40 years of age. The life of the lichee tree is several hundred years. Grafting may be employed to good purpose if it is desired to hasten production, and for this purpose the Chinese select the "kwai" tree (*Cinnamomum cassia*) and the "wai" tree (*Sophora japonica*). Good fruit is usually obtained from trees that have been grafted after the lapse of three to five years.

Harvest Period.

In April or May the lichee tree is in blossom, and if during these months it is visited by strong winds and heavy rains, in all probability it will not bear fruit. Generally speaking, the lichee harvest occurs in June and July, one species after another coming to maturity. The poorest fruit marks the beginning and end of the season, the best coming in during the middle of the season.

It is said by the Chinese, and it is a very interesting fact to note, that prior to the plucking of the tree it is immune from the ravages of insects and birds. The tree is protected, the Chinese say, by a black-winged insect that spins its web in the tree and emits an unpleasant odor which effectually protects it from destructive insects and birds; but if any of the fruit is plucked, the tree is deserted by the black-winged insect and is left a prey to its enemies. Accordingly, the farmer who is wise will take the precaution to strip the trees of all of their fruit as quickly as possible.

VENEZUELAN PAPER MADE FROM AQUATIC PLANT.

[Consul Homer Brett, La Guaira, Aug. 27.]

The paper factory at Maracay, Venezuela, reference to which was published in Daily Consular and Trade Reports January 27, 1913, is about completed and is expected to be in operation before the end of the year. The building is of Venezuelan cement, the roof of Belgian, galvanized iron, and all the paper-making machinery is from the firm of Fullner, of Warmbrunn, Silesia.

Only the motive power is American. This consists of a hydro-electric installation at Cheroni which will develop 300 horsepower in the wet and 200 in the dry season. To date, 950,000 bolivars (bolivar=\$0.193) have been expended on the plant. The raw material consists of an aquatic plant which grows in great quantity on the margins of Lake Tacarigua, near the shore of which the factory is situated. Wrapping paper and strawboard will be produced at first, the capacity of the plant being 10 tons in 24 hours.

Any communications regarding this factory should be addressed, Dr. Manuel Leon Quintero, Caracas.

Pig raising in the West Indies is to be encouraged by the British Government, which has the industry investigated by a Canadian expert. The British West Indies import annually \$850,000 of pork products.

COAL TRADE IN SOUTHERN ITALY.

[Consul Jay White, Naples, Italy, Aug. 5.]

During 1914 imports of American coal to Naples amounted to 243,468 tons, as compared with 172,709 tons in 1913 and 82,167 tons in 1912. The increase is principally due to the present European war and the difficulty in obtaining shipments from the United Kingdom, as well as to the high exchange. Of the total amount imported in 1914, British bottoms carried 159,214 tons, while other vessels brought 84,214 tons.

Italy has practically no coal fields of its own, and because of this fact coal is imported free of duty.

Below are statistics of coal imports for all Italy—the report of the Italian royal Minister of Finance:

Country.	1911	1912	1913
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Austria-Hungary.....	85,363	177,307	133,838
Belgium.....	25,160	24,364	4,355
France.....	100,110	170,565	164,674
Germany.....	442,935	884,501	949,113
Great Britain.....	8,767,352	8,637,219	9,386,139
United States.....	14,063	68,032	93,520
Holland.....	167,676	75,494	72,564
All other.....	5,218	14,746	6,625
Total tons.....	9,597,882	10,057,228	10,510,980
Total value.....	\$53,707,151	\$69,877,630	\$75,113,855

With respect to the United States there is a marked discrepancy between these and the following figures (from the report of the Italian Chamber of Commerce of Naples) concerning the importation of coal into southern Italy in 1913: From Great Britain, 1,164,095 tons; from United States, 172,709 tons; from other countries, 222,728 tons.

Expenses of Dockage—Amount of Coal on Hand.

The expenses of dockage at Naples are as follows: Stevedoring, 1 lire per ton; pilotage, 300 lire; mooring and unmooring, 50 lire; port dues per net register, 1.40 lire; towage, 175 lire; customs dues (spedizione), 100 lire. It is estimated that on a cargo of 2,000 tons the outlay is about \$750.

There are said to be in Naples at the present time, aside from the naval and State supplies, about 100,000 tons of coal, and of this amount 15,000 tons are American coal. Several cargoes of American coal are en route for Naples now. One firm last year had contracts for 600,000 tons of American coal, but the freight rates at that time prohibited the importation.

Prices at Naples—Method of Unloading.

The price of American coal delivered at Naples is 53s. (\$12.88), although the Italian Government has a contract for the delivery of 200,000 tons of American coal to any port on the west coast of Italy c. i. f. 53s. 6d. (\$13) per ton. The selling price fluctuates between 54s. (\$13.12) and 60s. (\$14.58).

Of the American coal brought to Naples in 1914, 5,954 tons came from New York, 7,100 tons from Philadelphia, 15,319 tons from Bal-

timore, 61,996 tons from Newport News, and 153,099 tons from Norfolk.

In the port of Naples are several moles where coal is deposited. Among these are the Mola Martello, Mola S. Vincenzo, and the Mola Orientale. The ships usually, however, discharge into lighters, and these often lie off shore until the cargo is needed. There are no modern means of unloading coal in the port. Longshoremen convey the coal to shore in baskets or panniers borne upon the shoulder, a basket to a man. There is seldom any delay in unloading a vessel, since the men engaged in this business are exceedingly numerous about the docks.

[Lists of coal dealers in southern Italy and of some of the principal freight agents in Naples may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65215.]

INCREASED COST OF FOODSTUFFS IN GREECE.

[Vice Consul George P. Waller, jr., Athens, Aug. 17.]

There has been a rapid rise in the prices of foodstuffs in Greece since the beginning of the war. According to authoritative publications, the increase in the price of cereals and flour has been 50 per cent, legumes have increased 45 per cent, while the price of meats has remained practically stationary. This is perhaps explained by the fact that the average Greek is not a consumer of meat. The increase in cost of flour is due to the closing of the Dardanelles and the high freight rates on this commodity from America.

The rise in cost of the following articles in the six months from January to June, inclusive, is shown here by percentages: Wheat, 2 per cent; barley, 6 per cent; corn, 40 per cent; semolina, 15 per cent; farina, 20 per cent; bread, 9 per cent; beans, 18 per cent; chick peas, 40 per cent.

Prices in Athens Retail Markets—Advance in Rents.

Eliminating the comparatively trifling rise in wheat and barley—these having reached the highest point in their price curve before January—it will be seen that the average increase during this period is approximately 24 per cent.

The following prices (per pound in United States currency, except for chickens and geese) prevailed in the Athens retail markets on July 17: Cereals—Wheat, \$0.04; barley, \$0.025; corn, \$0.034; best white bread, \$0.047. Legumes—Beans, \$0.068; chick peas, \$0.054; potatoes, white, \$0.027; tomatoes, \$0.027. Meats—Beef, \$0.15; veal, \$0.20; chickens, each, \$0.57; geese, each, \$0.95. Fish—Mullet, \$0.27; salt cod, \$0.10. Butter, \$0.38; olive oil, \$0.12; eggs, \$0.03; cheese, sliced, \$0.135; olives, \$0.068; sugar, \$0.10; rice, \$0.09.

Another disquieting factor in present economic conditions is the unprecedented increase in rents, conservatively estimated as ranging from 25 to 40 per cent. This has been caused by the presence of large numbers of Greeks from all parts of Europe and Asia Minor who have gathered in Athens since the beginning of the war, as well as of various foreign missions which have been established here since that time.

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Navy Department supplies, No. 2656.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until October 26, 1915, for furnishing the following materials. Firms interested therein should make application to the Bureau of Supplies and Accounts, giving the schedule numbers desired: Schedule 8825, for 100,000 feet teak logs; and Schedule 8827, tinned bacon, tinned lima beans, tinned string beans, California white beans, tinned corned beef, tinned corn, lard, macaroni, evaporated milk, tinned pears, tinned peas, baking powder, curry powder, rice, salt, assorted spices, sirup, sugar in sacks, No. 3 tinned tomatoes, and vinegar. Bids will be received until October 19, 1915, for the following: Schedule 8812, deck scrubbing brushes, and handles for deck scrubbing brushes, and schedule 8813, motor driven fans.

Navy Department supplies, No. 2657.—Sealed proposals will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until October 12, 1915, for furnishing the following materials. Firms interested therein should make application to the Bureau of Supplies and Accounts, giving the schedule numbers desired: Schedule 8805, ammunition trucks and storage-battery trucks; schedule 8806, rotating copper bands and steel forgings; schedule 8807, swinging hose reels and galvanized-steel tanks; schedule 8808, meat and food grinders and kitchen and cake machines; schedule 8809, meat and food choppers, steam jacketed kettles; dish-washing machines, dough-mixing machines, hand-operated meat-slicing machines, potato-peeling machines, and 80-gallon coffee urns; schedule 8810, sand-blast system; schedule 8811, furnishing and installing mechanical telegraph transmitters; schedule 8814, files; schedule 8816, leaded and armored conductors; schedule 8817, medium bar steel and steel floor plates; schedule 8818, rubber boots; schedule 8819, cotton canvas; schedule 8820, rubber-covered wire; schedule 8821, self-closing brass faucets, unbleached cotton sheeting, cotton twine, and baled wood cork in sheets; schedule 8822, hack-saw blades, composition unions, locking devices for metal lockers, brass spur grommets, hammers, padlocks, block-iron planes, handsaws, and screw drivers; schedule 8823, Leyden jars; schedule 8824, brass bibb cocks, cutting compound, valve-reseating machines, and lard mineral oil; and schedule 8826, ash (firsts), rough white oak, dressed white pine, rough yellow pine, and rough spruce.

Concrete flooring, No. 2658.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until October 16, 1915, for a reinforced concrete floor in pattern shop, building No. 42, United States Navy Yard, Boston, Mass. Plans and specifications may be obtained on application to the Bureau of Yards and Docks or to the commandant of the navy yard named.

Plumbing supplies, No. 2659.—Sealed proposals will be received at the office of the Superintendent of Prisons, Department of Justice, Washington, D. C., until October 21, 1915, for furnishing and delivering at the United States penitentiary, Atlanta, Ga., plumbing pipe, fittings and materials for west main cell wing, in accordance with specifications, copies of which may be had on application to the Washington office.

Foodstuffs, No. 2660.—Sealed proposals will be received at the general depot of the Quartermaster Corps, 115 East Ontario Street, Chicago, Ill., until September 28, 1915, for furnishing serial No. 18, corned beef hash; serial No. 205, lard; serial No. 261, pork sausage; serial No. 262, V. S. sausage; and serial No. 287, beef tongue.

Dredging, No. 2661.—Sealed proposals will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until October 9, 1915, for dredging at the navy yard, Norfolk, Va. Plans and specifications may be had on application at the Washington office or to the commandant of the navy yard named.

Construction work, No. 2662.—Sealed proposals will be received at the office of the United States Reclamation Service, Montrose, Colo., until October 20, 1915, for the construction of about 11 miles of ironstone canal, Uncompahgre Valley project, in the vicinity of Olathe, Colo. The work involves the excavation of about 200,200 cubic yards of material in open cut. Further particulars may be had on application to the United States Reclamation Service, Montrose, Colo., Tramway Building, Denver, Colo., or Washington, D. C.

Post-office construction, No. 2663.—Sealed proposals will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until November 1, 1915, for the construction, complete (including mechanical equipment), of the United States post-office building at Merrill, Wis. Drawings and specifications may be obtained from the custodian of the site at Merrill, Wis., or at the Washington office.

Foodstuffs, No. 2664.—Sealed proposals will be received at the office of the depot quartermaster, United States Army, Kansas City, Mo.; depot quartermaster, United States Army, Chicago, Ill.; or the depot quartermaster, United States Army, Omaha, Nebr., until October 1, 1915, for furnishing serials Nos. 8 and 10, bacon. Proposals for delivery of serial 8, bacon packed in veneer crates of about 100 pounds net each, and in fiber boxes of about 50 pounds net each, are invited and will be considered. Specifications for veneer crates and fiber boxes furnished on application.

ADDITIONS TO RADIO STATIONS OF UNITED STATES.

Land stations at Cincinnati and Lima, Ohio, and Mobile, Ala., have been added to the list of radio stations of the United States, the Bureau of Navigation announces. All three are classed as furnishing private service, without regular hours, and all are of similar wave lengths, ranging from 200 to 450. The records of ownership are: Cincinnati—controlled by Clayton M. Howes (Hughes High School); Lima—J. E. Collins (board of education); Mobile—Ben W. Martin.

Additions to the ship stations are: *Chalmette* (wave length, 300 and 600), owned by Southern Pacific Co.; *Mukilteo* (300 and 600), Charles Nelson Co.; *Remlik* (300 and 600), Willis S. Kilmer; *Roamer*, owned by State of Florida. The *Remlik*, which is operated by the Marconi Co., is for general public use in the North and South American service and for transoceanic messages.

The publication, List of Radio Stations of the United States, edition of July 1, 1915, is now in the hands of the printer and will be issued soon by the Bureau of Navigation. Changes in the radio service that may be announced in October will be supplementary to that publication.

BRITISH CHAMBER OF COMMERCE IN URUGUAY.

[American Minister R. E. Jeffery, Montevideo, July 24; see also COMMERCE REPORTS for June 12 and Aug. 16.]

At a meeting of the executive committee of the newly formed British Chamber of Commerce in Uruguay, held on the 22d instant, Mr. A. B. Drayton, local manager of the Standard Life Assurance Co., was elected secretary of the chamber. The following gentlemen were elected chairmen of various subcommittees: Banks and financial houses, Mr. E. Richards; camp agents and "estancieros," Mr. Henry Wilson; coal, Mr. T. F. Lane; dry goods, Mr. F. W. Gardiner; exporters and importers, Mr. E. Buckland Cooper; iron and hardware, Mr. J. Fraser; railways, tramways, and engineering, Mr. C. W. Bayne; insurance, Mr. A. B. Drayton; shipping, Mr. R. H. Stapledon.

Offices for the chamber of commerce will be opened in the course of a few days at Calle Rincon 506, Montevideo.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Fancy paper goods, No. 18395.—A firm in Switzerland informs an American consular officer that it desires to import all kinds of fancy paper goods, novelties, and specialties such as are used in hotels, restaurants, pastry shops, and tea rooms, namely, lace-edged papers, napkins, towels, toilet paper, and paper articles for advertising. Samples are requested with quotations. Prices f. o. b. American port or c. i. f. European port. References can be obtained. Correspondence may be in English.

Machinery, etc., No. 18396.—A Portuguese firm desires to get in touch with American manufacturers of materials for cement making, such as machinery, steel balls, crushers, etc. Catalogues and price lists are solicited. Correspondence may be in English.

Printing supplies, paper, stationery, etc., No. 18397.—A business man in Spain who is interested in the importation of printing supplies, including presses and other machinery, and type, paper, stationery, office supplies, advertising novelties, paints, drugs, umbrellas, and toys, wishes to obtain catalogues, prices, and terms from American manufacturers. References given. Correspondence and literature should be in Spanish.

Electrical supplies, No. 18398.—A consular officer in the Netherlands reports that a firm in that country wishes to establish commercial relations with American manufacturers of electrical supplies. It states that first-class references can be given. Correspondence may be in English.

Printing paper and cardboards, No. 18399.—A report from an American consul in Switzerland states that a firm in his district desires to correspond with American manufacturers or exporters of printing paper and cardboard. The firm is willing to accept customary American export terms and conditions, prices, c. i. f. European port and f. o. b. American port. Samples are requested with quotations. References obtainable. Correspondence may be in English.

Chemicals and drugs, No. 18400.—An American consular officer in India reports that a firm in his district desires to communicate with American manufacturers of chemicals and drugs.

Bromide, No. 18401.—A man in Spain informs an American consular officer that he desires to purchase immediately about 100 kilos of bromide for industrial purposes. Prices and terms c. i. f. foreign port are requested. Correspondence should be in Spanish.

Fruit, olives, etc., No. 18402.—A firm in Greece wishes to correspond with American importers of dried currants, figs, and olives in brine.

Bed quilts, ice-cream freezers, etc., No. 18403.—A wholesale and retail firm on the East African coast desires to receive catalogues of bed quilts, ice-cream freezers, musical instruments, and slates for schoolboys. Prices and terms are requested immediately. Correspondence may be in English.

Hosiery, No. 18404.—An American consul in Canada reports that a manufacturer's agent desires to correspond with firms in the United States manufacturing and exporting hosiery of all kinds for women.

Acetic acid, etc., No. 18405.—An American consular officer in England reports that an aniline color, chemical, and dyestuff merchant desires to receive quotations from American manufacturers and exporters of acetic acid, hematin crystals and paste, and fustic acid. If possible, quotations should be c. i. f. British port. The firm will act as agent or purchase outright.

Drugs, medicines, and chemicals, No. 18406.—A business man in Spain informs an American consul that he wishes to obtain catalogues, prices, and terms for regular line of drugs, medicines, and chemicals, such as are handled by apothecaries and chemical dealers. Correspondence and literature should be in Spanish.

Machinery, No. 18407.—This bureau is in receipt of a letter stating that a good second-hand machine is wanted for making sets of bass strings for repairing various makes of pianos. An electric motor sufficiently large to run the machine is to be supplied. There is also a request for a small outfit for making paper music rolls for player pianos.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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Made-in-America Doll Heads.

The United States Geological Survey has informed the Bureau of Foreign and Domestic Commerce that the manufacture of porcelain doll heads has been established in Philadelphia. This, the Survey remarks, is a new industry for the United States.

Heretofore the American demand for such heads has been met from abroad (chiefly from Germany). The exact value of these importations, however, is not shown by official records, the heads being included with statistics for dolls. In the fiscal year 1915 imports of "dolls and parts of" into the United States amounted to \$1,698,131, against a total of \$1,816,496 during 1914, \$1,563,184 in 1913, and \$1,422,292 in 1912.

NATIONAL COLORS ON SIDES OF VESSELS.

The United States Bureau of Navigation brings to the attention of American shipping interests the following letter from Count J. H. von Bernstorff, German Ambassador to this country:

MR. SECRETARY OF STATE:

The Imperial Government has advised me that merchant vessels which desire to show their neutral allegiance by painting their national colors on the sides often make the mistake of having those distinctive signs so small that they can not be made out from a distance.

Pursuant to instructions received, I leave it with your excellency to bring the foregoing to the notice of American shipowners in their own interests.

Accept, Mr. Secretary of State, the renewed assurance of my most distinguished high consideration.

J. BERNSTORFF.

To his excellency the Secretary of State of the United States,
MR. ROBERT LANSING.

RESULTS OF FOREIGN TRADE OPPORTUNITIES.

The Bureau of Foreign and Domestic Commerce is in receipt of a letter from a business firm in South America, stating that as a result of the publication of Foreign Trade Opportunity No. 17292 in COMMERCE REPORTS June 19, 1915, it has made a contract with a firm in the United States for a fortnightly shipment of peanuts.

RISEING COST OF CHINESE COTTON GOODS.

[Commercial Agent Ralph M. Odell, Shanghai, China, Aug. 3.]

The past few weeks have been marked by a notable increase in the prices quoted on sheetings and drills made in the Shanghai cotton mills—amounting in some cases to 15 or 20 per cent. Two months ago, for example, 36-inch sheetings were selling at 3.30 to 3.35 Shanghai taels per piece of 40 yards, whereas the same goods are now quoted at 3.85 to 3.90 Shanghai taels. When the lower prices were ruling the tael was worth about \$0.55 in American currency, making the cost of the goods \$1.81 to \$1.84 per piece; the value of silver has since declined and the tael is now worth only \$0.54, making the present price \$2.08 to \$2.11 per piece.

The strength of the market has been partly due to the higher prices of Chinese cotton which are now ruling—being about 1 tael per picul (\$0.54 per 133½ pounds) more than they were in May and June, but largely to the boycott of Japanese goods, which has been carried on in China during the past few months. This boycott has resulted in a considerable curtailment in the sales of Japanese sheetings and drills and a more active demand for similar goods which are manufactured in Chinese mills. The extent and effectiveness of the boycott is indicated by the fact that, although the prices of Japanese goods have not been advanced and they are now offered at much lower figures than the native article, the Chinese, to a very great extent, are buying the latter and refusing to purchase Japanese importations.

The following table shows the present prices of some of the principal brands of Chinese, Japanese, and American sheetings and drills sold in this market:

GREY SHEETINGS, 36 INCHES WIDE, 40 YARDS PER PIECE.

Brand.	Picks per inch.	Pounds per piece.	Yards per pound.	Shanghai taels per piece.	Dollars per piece.	Cents per yard.
CHINESE.						
Three Fish	48/48	12	3.33	3.50	\$1.89	4.72
Bull's Head	48/48	13	3.07	3.65	2.08	5.30
Three Horses	48/48	13	3.07	3.65	2.08	5.30
Two Horses	48/52	13½	3.00	3.90	2.11	5.32
Lion	48/48	14	2.85	4.25	2.30	5.75
Three Horse Head	52/52	14½	2.75	4.10	2.23	5.67
Dog	48/48	15	2.68	4.60	2.43	6.07
Nine Characters	48/48	16	2.50	4.90	2.66	6.83
JAPANESE.						
Dragon C.	44/44	13½	3.00	3.35	1.81	4.32
Nine Dragons	44/44	13½	3.00	3.40	1.85	4.62
AMERICAN.						
Piedmont L. L.	48/48	.....	5.00	3.00	1.62	4.06
Piedmont X. X.	48/52	.....	4.70	3.15	1.70	4.35
Buffalo L. L.	48/48	.....	4.00	3.35	1.81	4.62
Buffalo A.	48/48	.....	3.26	4.10	2.21	5.52
Enterprise A.	48/48	.....	3.00	4.57½	2.47	6.17
Loray A.	48/48	.....	3.00	4.75	2.56½	6.41
Buck's Head	48/48	.....	2.85	5.25	2.83½	7.08

GREY DRILLS, 30 INCHES WIDE, 40 YARDS PER PIECE.

Brand.	Picks per inch.	Pounds per piece.	Yards per pound.	Shanghai tael per piece.	Dollars per piece.	Cents per yard.
CHINESE.						
Two Tigers.....	68/44	13	3.07	3.85	2.08	5.20
Man and Pagoda.....	68/56	14	2.85	4.10	2.21	5.52
Stag.....	68/44	14	2.85	4.55	2.46	6.15
Three Tigers.....	72/56	15	2.68	4.60	2.48	6.20
Dog and Stork.....	68/44	15	2.66	4.35	2.35	5.87
Five Sycee.....	72/56	16	2.50	4.90	2.65	6.62
JAPANESE.						
Two Geese.....	60/40	13½	3.00	3.40	1.85	4.62
Phoenix.....	60/42	13½	3.00	3.20	1.73	4.32
Elephant.....	60/40	13½	3.00	3.30	1.78	4.45
Dragon.....	72/48	14	2.85	4.55	2.46	6.15
AMERICAN.						
Pelzer M.....			3.50	4.10	2.21	5.52
Piedmont B.....			3.25	4.30	2.32	5.90
Pelzer J.....			3.00	4.85	2.62	6.55
Piedmont A.....			3.00	4.70	2.54	6.35
Pocolet.....			2.85	5.50	2.97	7.42
Pepperell.....			2.85	5.85	3.16	7.90

In making the conversions in the above table the Shanghai tael is taken at \$0.54. The difference in the price of two cloths of the same weight and construction is due to the fact that some of the brands are better known and more firmly established on the market, and hence command better prices than others. All prices are as quoted at the warehouses in Shanghai.

As compared with Chinese and Japanese goods, it will be noted that the prices of American sheetings and drills are considerably higher, the difference in many cases amounting to 20 or 30 per cent. In spite of this fact, however, there has been a better demand for American sheetings and drills recently, and stocks are moving somewhat more freely than they have for some time. Unquestionably, the boycott of Japanese goods has had a beneficial effect on our trade, but this is a temporary movement and can not be counted on as a permanent factor in the market.

Already the sales of Japanese yarn, which had reached a very low point, have begun to increase, and there is little doubt that the demand for Japanese piece goods will follow the same course. So long as there is such a wide discrepancy in the prices of our own sheetings and drills and those of similar goods supplied by the Chinese and Japanese mills we can not hope appreciably to increase our trade in these lines. The point of this is to emphasize the suggestion which has previously been made—that American manufacturers must turn their attention to other classes of cotton goods, particularly gray and white shirtings, prints, poplins, Italians, Venetians, and velvets—lines in which the Japanese and Chinese mills do not compete, but which are supplied in large quantities by England—if they expect to extend the sale of their goods in this large and important market.

A Johannesburg firm has ordered \$12,500 worth of sugar of lead from an Ohio chemical works, whose address was furnished by Consul Edwin N. Gunsaulus, stationed in that South African city.

PHILIPPINE TRADE IN THE YEAR ENDING JUNE, 1915.

In the Philippine foreign-trade movement for the year ending June, 1915, the adverse effect of the European war was the leading factor. Imports, amounting to \$44,479,861, declined \$11,500,000, or 20 per cent below the 1914 value; and, though exports were only nominally less than the \$51,000,000 total of the previous year, greatly increased production of copra alone saved the total, and the high price for sugar was the only marked war benefit in an export trade that was very generally reduced.

The shrinkage in imports that followed the opening of the war showed improvement later, and the total for the latter half of the year was materially increased; but, since this was coincident with increasing purchases of foreign rice to meet the local crop shortage, the apparent trade improvement is somewhat discounted. Rice imports of \$5,418,301 practically doubled those of the previous year, which were very small as a result of exceptionally large crops; and, if this adverse increase of \$2,500,000 in rice is eliminated, the decline in the general import trade for the year reaches \$14,000,000, or 25 per cent.

Though importations were subject to very general reductions throughout, the exceptionally large \$10,000,000 iron and steel trade of 1914 decreased most noticeably and amounted to but \$4,000,000 in 1915. It was, however, more exclusively American than ever before, imports from the United States amounting to 78 per cent. The imports continued to decline and were still smaller in the latter half of the year.

In the cotton textile trade, however, which also declined heavily in the early months of the war and showed a shrinkage of approximately \$1,500,000 for the year, there was marked recovery and resumption of practically normal values in the closing six months, during which period the trade became even more exclusively American, constituting over 80 per cent of the total.

The recovery in copra production from recent disasters was the striking feature in the export trade, with export quantities more than double the exceptionally small trade of the previous year. The price, which had begun to decline before the war, reached an exceedingly low level in the early months succeeding, and, though in recent months there has been improvement, the \$4,000,000 increase in the yearly total has not been commensurate with the large quantity marketed. The trade followed the lines of previous years with the exception of shipments to Germany, which gave place to a new Italian trade of considerable importance.

The resumption of normal hemp production seemed indicated in exports immediately preceding the war, but for several months thereafter shipments dwindled, and though approximately normal conditions have more recently been resumed, the quantity exported for the year fell below the low level of the previous year; and this, combined with lower average prices, resulted in a decrease of \$3,000,000 in value. British purchases, which under peace conditions are to a considerable extent for reexport, showed some curtailment, while the United States, normally a distinctly manufacturing market for the fiber, was credited, in the reduced trade of the year, with larger quantities than for some time past.

While exports of sugar were considerably less in quantity, the crop of 1913-14 was to an unusually large extent marketed prior to the end of June, 1914, whereas the crop of 1914-15, in consequence of a shortage in tonnage as well as of the disposition to hold for better prices, has moved out slowly, with indications of large stocks held in warehouse at the close of the year ending June, 1915. With war prices realized on exports to the end of June and with considerable quantities yet to come forward at good prices, the sugar industry presents a more prosperous condition than even that indicated by the annual figures. The effect of war prices is indicated by a slightly larger value realized on the 184,060 long tons exported in 1915 than on the 209,606 long tons of the previous year. The oriental competition continued stronger than in the first years of free trade and American shipments only slightly exceed half the total.

Exports of cigars declined, and though there was some recovery in the reduced American demand, the average was lower, and the value of the American trade was below that of the previous year, while the important Oriental market was characterized by reduced buying. The conspicuous war feature in a shrinkage of \$500,000 in the leaf tobacco trade was the interruption of shipments to Austria-Hungary, which country has heretofore been a heavy purchaser of Philippine leaf tobacco.

Among minor exports there was a very general reduction in values, with the notable exception of coconut oil. This newest export industry continued to increase its output, and exceeded in value the cigar trade, which has heretofore ranked as a leading export manufacturing industry of the islands.

In the reduced import trade for the year the United States continued to supply about half the total, while shipments to the United States increased slightly and constituted about 45 per cent of the export trade.

The following table shows the imports and exports of the principal commodities for the years ending June 30, 1914, and 1915, segregated to indicate the proportions coming from and going to the United States:

	1914			1915		
	United States.	Other countries.	Total.	United States.	Other countries.	Total.
IMPORTED.						
Automobiles	\$798,902	\$214,990	\$1,013,892	\$434,262	\$41,234	\$475,496
Cement	36	774,760	774,793	182	424,163	424,345
Coal	100,615	1,581,883	1,682,498	245,956	1,409,358	1,655,314
Cotton goods:						
Cloth	6,020,916	2,129,399	8,145,315	5,244,179	1,224,400	6,468,579
Thread	385,373	51,433	436,806	392,477	34,660	427,137
Wearing apparel	389,568	1,250,004	1,639,572	399,645	883,693	1,283,333
Yarn	45	1,013,777	1,013,822	492	722,879	723,371
All other	362,924	595,405	958,329	380,615	396,207	766,822
Iron and steel:						
Machinery	2,169,562	1,495,790	3,665,352	947,394	392,720	1,340,094
Corrugated roofing	943,486	147,381	1,090,867	287,810	41,255	329,065
All other	4,102,457	1,245,312	5,348,769	1,897,791	427,044	2,324,835
Illuminating oil	1,292,325	126,474	1,418,799	1,066,822	211,451	1,278,273
Leather goods:						
Boots and shoes	742,888	41,923	784,811	987,679	27,233	1,014,913
All other	508,575	103,685	612,260	332,876	60,155	393,031
Meat and dairy products:						
Beef, fresh		905,356	905,356	85	829,035	829,120
Condensed milk	172,826	643,754	816,580	148,143	522,881	671,024
All other	555,191	970,797	1,525,988	395,195	718,849	1,114,044

	1914			1915		
	United States.	Other countries.	Total.	United States.	Other countries.	Total.
IMPORTED—continued.						
Paper.....	\$641,915	\$358,204	\$1,000,209	\$405,582	\$228,821	\$634,403
Rice.....		2,800,884	2,800,884		5,448,301	5,448,301
Salmon, canned.....	294,063	101	294,164	219,087	45	219,132
Wheat flour.....	953,535	678,377	1,631,912	1,549,510	211,894	1,761,404
Wood and manufactures.....	70,418	228,815	299,233	206,362	101,162	307,524
All other articles.....			17,621,256			14,588,607
Total.....			56,011,570			44,679,661
EXPORTS.						
Copra.....	1,500,617	6,796,812	1,297,429	2,382,424	10,012,298	12,394,712
Coconut oil.....	1,977,554	19,094	1,996,648	2,726,256	259	2,726,514
Hats.....	249,404	115,904	365,308	253,104	12,704	265,808
Ilamp (manilla).....	10,672,199	11,702,907	22,375,106	9,700,767	9,768,876	19,469,642
Ilamp, knotted.....	9,625	813,108	822,733		224,037	234,067
Magney.....	41,648	491,309	532,957	66,802	292,449	359,251
Sugar.....	5,436,019	4,021,963	9,457,982	5,875,345	3,837,412	9,712,757
Cigars.....	1,213,574	1,379,968	2,593,540	1,183,876	918,441	2,102,317
Leaf tobacco.....	2,329	2,015,965	2,018,294	8,863	1,519,716	1,528,579
All other articles.....			2,818,051			2,131,414
Total.....			51,238,048			50,915,061

FREIGHT TRAFFIC OVER ENGLISH TRAMWAY.

[Consul Homer M. Byington, Leeds, Sept. 9.]

The Leeds Municipal Tramway management is planning a freight service in order to relieve heavy hauling by vehicles through the central part of the city. A tramway siding is being built at Harehills, which will provide tramway shipping facilities for the fire clay which is now hauled by steam tractors with trailers over the city streets.

The municipal tramways committee is also considering the further development of the traffic in merchandise. A point considered to be in favor of such an extension is the position of Leeds in relation to the various railway systems. The north, northwest, and northeast parts of the city, on account of their comparative remoteness from the railway termini and the river Aire, would be benefited by a system of goods' conveyance. As an illustration it is suggested that the establishment of depots in Headingley, Meanwood, Chapeltown, and Roundhay, to which, say, coal or other materials could be conveyed from the railways or the river wharves on the tramways for distribution in the respective localities, would have much to commend it as a matter of public economy and convenience.

While no detailed plan has been formulated, this idea may be placed in operation, the manager states, although there is no intention of competing with private enterprise. The motive is solely to diminish heavy street traffic and to provide a system of transport that will entail less expenditure in repairing the wear and tear of the roads.

In the discovery of phosphate of lime deposits in the Banff National Park, Canadian Rockies, Consul Dreher, of Toronto, states Canada is much interested in obtaining a domestic supply of this fertilizer material.

COTTON IMPORTS AND CONSUMPTION IN GREAT BRITAIN.

[Consul Ross E. Holaday, Manchester, England, Sept. 6.]

According to the annual circular of the Liverpool Cotton Association just issued, the total imports of all growths of cotton into Great Britain for the season ended July 31, amounted to 5,130,125 bales compared with 4,875,737 bales in the previous season. American cotton accounted for 4,048,247 bales against 3,506,595 bales, and Egyptian for 559,320 against 569,776 bales.

The consumption of all growths of cotton in Great Britain for the past season equaled 3,890,300 bales against 4,230,626 bales. American represented 3,209,415 bales against 3,211,078 bales, and Egyptian 312,584 against 434,930 bales.

The total exports of all growths from Great Britain amounted to 619,040 bales against 437,414 bales. American accounted for 270,552 against 174,795 bales, and Egyptian 216,771 against 131,697 bales.

The stocks in the ports of Great Britain at the close of the season totaled 1,505,500 bales of all descriptions compared with 907,562 bales 12 months ago. Of this quantity 1,197,650 bales were American against 614,682 bales, and 95,087 bales Egyptian against 54,242 bales.

The stock of cotton held by spinners of all growths at the close of the season was estimated at 309,000 bales, against 317,000 bales; American accounted for, 200,000, against a similar number of bales 12 months ago; and Egyptian, 70,000 bales, against a like number last year.

The average price of "middling" American was \$0.1044 per pound, compared with \$0.1454 in 1913-14, and the average price of F. G. F. Egyptian was \$0.1468 per pound, against \$0.1890 in the previous season.

The world's spinners' takings of American cotton were figured at 13,891,000 bales, compared with 14,100,000 bales. The figures for Great Britain were 3,209,000 bales, against 3,116,000 bales; America, 6,231,000, against 5,700,000 bales; the Continent, 3,927,000, against 4,909,000 bales; Japan and Mexico, 524,000, against 375,000 bales.

The visible supply of all growths of cotton at the end of the season was given at 4,672,456 bales, against 3,176,816 bales in the previous season.

AMERICAN WATCHES AT ONTARIO EXHIBITION.

[Consul Felix S. S. Johnson, Kingston, Ontario, Canada, Sept. 7.]

The display of American watches at Ontario's National Exhibition is attracting much attention, especially the wrist watch. The breakage of crystals in wrist watches created a demand for a more serviceable case than the full open face. A new style, with protected crystal, fills this want. Should the crystal meet with a mishap, the broken glass may be ejected and the watch continued in service. As it is not always possible to obtain a crystal on short notice, this improvement is of considerable advantage.

A novelty on exhibition is a lady's watch set, that includes a bracelet, a chatelaine pin, and a fob, permitting the watch to be worn in any one of three ways.

EFFECT OF THE WAR ON SOUTH MANCHURIA.

[Consul General P. S. Heintzleman, Mukden, China, Aug. 16.]

This region being primarily agricultural the imports consist of such everyday necessities as cotton piece goods, cotton yarn and thread, kerosene, matches, leather, lamps and lamp ware, flour, soap, sugar, candles, etc. Of these, the United States shares to a noteworthy extent only in piece goods, kerosene, and flour. American leather and soap are imported in limited quantities.

In the limited importations of goods not absolute necessities the United States participates to a small extent. This offers a favorable field for extension, namely, agricultural implements, sewing machines, electrical materials and fittings, bicycles, condensed milk, canned goods, hardware, stoves, watches, underwear, and woollen goods. There is room for competition in the following goods if prices and terms are satisfactory (the consumption in some of these lines is not large at present, but the field is capable of extension): Leather goods, jewelry, machinery and fittings, boots and shoes, nails, screws, railway plant and material, knitting machinery, chemical products, ready-made clothing, enameled ware, ironware, gramophones and accessories, photographic materials, galvanized iron, roofing and flat sheets, tools, typewriters, and mining machinery.

Cotton Goods, Kerosene, and Matches.

The cotton-piece-goods trade of Manchuria had already practically fallen into the hands of Japanese prior to the present war. Important details on this trade in Manchuria, and a proposed plan by which American cotton manufacturers and others interested, such as bankers and steamship lines, should unite in forming a syndicate and establishing a distributing agency in Manchuria with a view to selling direct and not through Shanghai as formerly, were given in Confidential Bulletin No. 30, March 10, 1915, issued by the Bureau of Foreign and Domestic Commerce. An additional valuable discussion of this phase of American trade with Manchuria, prepared by the Embassy at Tokyo, appeared in **COMMERCE REPORTS** for March 10, 1915.

Cotton yarn continues coming from Japan and India, while cotton thread is chiefly furnished by England and Japan.

American kerosene has two rivals in the Sumatra and Russian products, but is maintaining its dominant position, representing about four-fifths of the imports in 1914.

Match factories, both Japanese and Chinese owned, have been established at Changchun and Kirin, and their products are, to a great extent, replacing the matches coming from Japan.

Leather, Lamps, and Flour.

During the past few years leather importations from the United States have been increasing, and as the war has cut off the European supply there is an increased demand for American leather. It is believed that if Americans would give this line their serious attention they would reap good results from any serious endeavors to extend sales here.

Lamps and lamp ware formerly came from Europe, and now that this source is cut off the trade is falling to Japan.

The war has affected to a certain extent the importation of American flour into this district. The importation decreased from 600,918

tons in 1913 to 67,544 tons in 1914. This falling off may be attributed principally to the higher prices demanded for the imported product, caused by the increased demand in the European markets and the enlarged output of the local mills. The importation of American flour was 25,000 tons, or a decrease of 37 per cent as compared with the previous year.

Soap, Sugar, and Gunny Bags.

Owing to the low prices at which Japan is able to supply soaps to this market, that country is gaining control of this trade. It is believed, however, that there are very good chances to sell cheap American soaps here if properly represented and well advertised.

Sugar is supplied by the mills in Formosa, Hongkong, and the mill at Ashiho, north Manchuria. Owing to the war, the prices of sugar have greatly risen. It is believed that with proper transportation facilities the Hawaiian product could, under present conditions, compete favorably with the above-mentioned sugars.

Gunny bags constitute a large item among the imports into this district. In 1913 they were imported into Manchuria to the extent of 8,977,756 pieces, while in 1914 the importation increased to 17,906,315 pieces, valued at about \$1,500,000 United States gold. These bags are essential in moving and exporting the immense grain crops of this region, and come chiefly from India.

Manchuria Entering an Era of Modernization.

Consequent upon the adoption by many Chinese of foreign dress and owing to climatic conditions, the winters being long and severe, there is reason to believe that the consumption of woollen goods will increase as the region is developed and the purchasing power of the natives enhances. The curtailment of supplies from Europe—Germany, Belgium, and the United Kingdom—is causing dealers to turn to the United States, and American manufacturers would do well to make a study of this market and its possibilities.

The development of the vast resources of Manchuria has been greatly handicapped by the difficult and complex political situation and the chaotic financial and currency conditions. However, just prior to the war, Manchuria seemed to be on the verge of entering a stage of marked advancement. Now that native conditions, following in the wake of the recent political events affecting Manchuria, are becoming more settled, it is anticipated that the whole of this region, under the direction of Japan, will soon enter an era of modernization which will in turn occasion the introduction of large amounts of manufactures and other goods necessary to carrying out this work, such as railway plant and materials, electrical materials and fittings, construction materials, telephone and telegraph supplies, agricultural implements, all kinds of hardware, glass, etc. With this gradual growth the standard of living and the purchasing power of the people will be increased, which should cause the introduction of better and more expensive grades of general merchandise.

Catalogues filed in the United States consulate at Johannesburg, South Africa, paved the way for a cable order for 250 cases of American sheet glass.

CANADIAN SKATE MARKET.

[Consul O. Gaylord Marsh, detailed as vice consul, Ottawa, Sept. 17.]

There are probably few if any places in the world where skating is more highly developed, as an art and a social feature, than in Ottawa. Skating here is more than a mere sport or recreation; it is raised to a position of considerable social importance and to be a graceful and artistic skater admits one to social functions from which he is otherwise barred. There exists therefore a particular incentive to become proficient as a skater and to possess skates of such quality as to meet social standards. The Canadians are well-known for their ability as hockey players and some American manufacturers have catered to this trade by manufacturing so-called Canadian hockey skates.

Social Skating Functions.

There are two ice rinks on the grounds of Rideau Hall, the official home of his royal highness, the Governor General, on which there are almost daily events during the skating season. The Governor General's Foot Guard Band plays at these social functions on Saturdays, when the guests engage in both plain and figure skating, including ice dancing. On Saturday afternoons admittance to the rinks is upon a somewhat general invitation to those registered at the government house; at other times attendance is upon special invitation.

There are numerous rivers and lakes about Ottawa, and in the city there are several open-air rinks and skating pavilions and arenas offering ample opportunity for social events, games, and recreation.

Large Sales of Skates.

From the foregoing it is apparent that this is a good market for high-class skates. One local dealer states that he sells as high as 6,000 pairs a year, ranging from \$1.50 to \$15. There is no market of value for clamp skates.

During the 12 months ended March 31, 1915, imports of skates of all kinds—roller or other and parts thereof—into Canada amounted to \$38,203, as compared with \$84,950 during the preceding fiscal year. The decrease resulted from general economic and war conditions. Of the imports for the last fiscal year, \$26,745 worth came from the United States, \$10,437 from Germany, \$530 from Great Britain, and \$491 from other countries. The importations from Germany were previous to the stoppage of trade immediately following the outbreak of war. Of the imports for the fiscal year 1914, \$40,719 worth came from the United States, \$42,886 from Germany, \$180 from Great Britain, and \$1,165 from other countries.

Canadian Manufactures.

Of the skates used in the past the Canadian product has been regarded as the best, the industry having been developed with a view to providing the quality and style demanded by the expert skaters and hockey players. The Canadian produced, electrically welded, tubular skate is regarded as the acme of perfection in this line. German skates have been popular for their quality, combined with cheapness in price. German manufacturers have shown a willingness to cater to the fancy of dealers by stamping special names on skates when requested and to modify the form of skates upon a showing of

advantage to be gained thereby. American skates do not bear a high reputation in this district, but are regarded as of rather unsatisfactory character due to rough finishing and poor tempering.

Canada has three skate factories of importance, one being the largest under the British flag. The possibility of war conditions diverging the operations of some of these factories and imports from enemy sources being interrupted, it would appear that American manufacturers of skates might find an increased demand for their products, particularly if they will offer a product of the high quality demanded by the local trade. Orders for the season of 1916-17 should be placed about January, 1916.

[For the information of those concerned the consul sent a list of Canadian skate dealers, which may be had from the Bureau of Foreign and Domestic Commerce. Refer to file 66348.]

HUNGARIAN TOBACCO MONOPOLY.

[Consul General William Coffin, Budapest, Aug. 18.]

In Hungary the production, manufacture, and sale of tobacco are controlled by the Government, the tobacco monopoly being an important source of revenue.

The duty per kilo (2.2046 pounds) on manufactured tobacco imported into Hungary is 1.25 crowns (\$0.25). This rate applies to all countries and is the same for chewing and smoking tobacco.

The total importation of tobacco in 1912 amounted to 49,000 double zentners (10,780,000 pounds), valued approximately at 15,000,000 crowns (\$3,024,193), and in 1913 to 67,000 double zentners (14,740,000 pounds), valued at about 17,000,000 crowns (\$34,272,177). No American tobacco was imported in 1913, and in 1912 the imports amounted to only 1,300 kilos (2,860 pounds).

Government License Necessary to Import—Cigar Most Popular.

There is no internal-revenue tax, as such, assessed on tobacco, but in order to import manufactured tobacco into Hungary a license must be obtained from the Government. In the petition for the license the amount to be imported must be stated and fees must be paid as follows: 35 crowns (\$7.10) for 1 kilo (2.2046 pounds) of cigars, 60 crowns (\$12.18) for 1 kilo of cigarettes, and 30 crowns (\$6.09) for 1 kilo of pipe tobacco. American tobacco is used in Hungary chiefly for pipes, less often in the form of cigars, and hardly ever as cigarettes.

Tobacco is used for smoking in Hungary, but rarely for chewing. The cigar is most popular; next comes the cigarette, and finally pipe tobacco. This last is cut in long narrow strips and packed in paper pouches and tin cans.

The Government has 22 tobacco factories in the country, which produced in 1913 goods valued at 172,000,000 crowns (\$34,677,418).

Under prevailing conditions it is not possible for private firms to manufacture tobacco in Hungary. American firms interested in supplying the unfinished product to the Hungarian Government should apply to its American agents, Kremelberg & Co., New York, and L. Borschers & Co., Richmond, Va.

[Additional information concerning contemplated importation of American tobacco may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65945.]

SOCIETY FOR PROMOTING BRITISH TRADE.

[Consul C. M. Hitch, Nottingham, England, Sept. 8.]

At a meeting of the Society for Promoting British Trade, held at the Nottingham Exchange on September 6, Mr. Chas. Marks, of London, the managing director of the society, delivered an address.

In explaining the plans and purposes of the organization, Mr. Marks said, that for many years there had been a great outcry against the German commercial invasion. On the Continent there was a big demand for British goods, but British travelers were so few that much business was lost. This society had been formed for the sole purpose of promoting British trade, and intended to run traveling exhibitions all over the world. These exhibitions would be open for 14 days in the capital of each country visited, and would then go on to other towns.

Ten people, including eight mechanics, would accompany each exhibition, but attached to it also would be the very best commercial travelers that money could get—men who had previously lived in those countries and who knew the language. The travelers would be paid \$50 or \$60 per week instead of \$15 or \$20 which they now receive.

While the exhibition is in a town or district, the travelers would call upon customers, bring them to the exhibition, and take orders, which would be forwarded twice a week to the manufacturer. Payment would be guaranteed by local banks for a small percentage, as only good firms would be dealt with. The travelers would be instructed to purchase samples of goods manufactured by Austria and Germany, and these would be shown privately at the society's rooms in London.

Having described at considerable length the plans for training commercial travelers, Mr. Marks said that at present if a manufacturer sent out a traveler it cost him from \$50 to \$100 per week, whereas under the scheme of the society he would only be called upon to pay \$35 per week, for which he would get the traveler, transport of samples, advertising, etc. The manufacturer would be required to sign a contract for 12 months, but at the end of the first 5 months he could terminate the contract by giving 1 month's notice. For the first three exhibitions, it was stated, the society could not represent more than 120 manufacturers, but later on, when larger halls were secured, from 1,000 to 1,500 manufacturers could be accommodated.

In answer to a question, Mr. Marks said that the first countries to be dealt with would be Norway, Sweden, and Denmark.

CONTRACT AWARDED FOR COTTAGE AT LOUISVILLE FISHERIES STATION.

Secretary of Commerce Redfield has approved the award of the contract for constructing a fish culturist's cottage at the fisheries station at Louisville, Ky., to Sanford Vaughn, jr., of Louisville, whose bid of \$2,600 was the lowest received. It is to be a one-story frame structure containing six rooms, bath, and cellar, with porch in front, and provided with modern improvements.

COTTON MILLS IN CHINA.

[Consul Clarence E. Gauss, detailed as vice consul in charge, Shanghai, Aug. 17.]

The following extract from the statement of the chairman of the Cotton Mill Owners' Association of China, made at the annual meeting of the association recently held in Shanghai, indicates concisely the views of the mill owners on the governmental measures needed to encourage the important and growing cotton-manufacturing industry in China:

Mill Owners Ask for Government Aid.

The second point is one which so far your committee have not taken up as energetically as they would like to do—perhaps the time is not yet ripe—but it is a subject which those persons having the industrial welfare of China at heart must sooner or later take up. Our ideas may be considered by some as drastic, but I would like to place them under five heads, as follows:

1. That the present excise on the products of cotton mills in China, amounting to 70 haikwan tael candareens (\$0.4284) per picul (about \$0.3212 per hundredweight)^a of yarn, 8 haikwan tael candareens (\$0.049) per piece of sheetings and 10 haikwan tael candareens (\$0.0612) per piece of drills, now collected by the customs, should be abolished forthwith.

2. That the products of cotton mills in China should be allowed access to all parts of China free of charge, likin, or other duty, provided they are accompanied by a pass to be issued by the customs, subject to a nominal payment being effected.

3. That the customs at port of destination refund all export duty on raw cotton, amounting to 35 haikwan tael candareens (\$0.2142) per picul (about \$0.1606 per hundredweight), shipped from any port in China and imported into another port in China.

4. That raw cotton exported from one port in China and imported into another port in China be exempt from import duty, amounting at present to 17½ haikwan tael candareens (\$0.1041) per picul (about \$0.0803 per hundredweight).

5. That raw cotton imported from foreign countries be exempt from import duty, amounting at present to 60 haikwan tael candareens (\$0.3672) per picul (about \$0.1377 per hundredweight).

The importance of fostering home industries, on the lines adopted in the United States and Japan, will doubtless appeal to all Chinese, so that the advantages to be gained by protecting the products of cotton mills in China from foreign competition need hardly be pointed out.

A glance at the following approximate estimates of spindles and looms driven by power in the three Eastern countries will show that there is ample room for vast additions being made to the supplies and looms in China, but it is not anticipated that there will be much impetus in the near future unless some encouragement is given to capitalists to develop the cotton industry of this country:

Countries.	Population.	Spindles.	Looms.
China.....	400,000,000	956,000	4,300
India.....	278,000,000	6,400,000	28,000
Japan.....	52,000,000	2,414,544	24,223

[The cotton-manufacturing industry in China has been exhaustively treated by Commercial Agent Ralph M. Odell, the cotton-goods expert of the Bureau of Foreign and Domestic Commerce, who has been investigating the field in China for some time, and whose comprehensive and valuable report on Cotton Goods in China is now in press. It will form one of the larger volumes of the Special Agents Series and may be obtained shortly from the Superintendent of Documents, Washington, D. C.]

^aUnited States Treasury valuation of haikwan tael for third quarter, 1915, \$0.612; 100 candareens=1 tael; 1 picul=133½ pounds.

HAT TRADE OF ANDALUSIA.

[Consul Wilbur T. Gracey, Seville, Spain, Aug. 9.]

Practically the entire hat trade of Seville is supplied by domestic manufacture. A local factory produces an excellent quality of felt hats of several types, one, commonly known abroad as a bullfighter's hat, having perhaps the greatest popularity, though its use is by no means confined to the bullfighting fraternity. This hat, which is round, has a wide brim and a tapering crown and is distinctive of this city, being used only in small numbers outside of Andalusia. The other shape sold here is the "fedora." A few "derbies" are seen in the winter months, and beavers of two kinds, those commonly worn in America and Europe and known as "top hats" and a special shape manufactured for the Catholic clergy.

A local dealer estimates that not more than 10 per cent of the hats sold here originate abroad, the largest number of these coming from one well-known Italian firm. English hats are handled by one firm, and British-made caps are seen in large numbers in most of the men's furnishing and hat stores. A curious condition in the hat trade here is that caps are used only by the poorer classes, and the middle class and wealthier people never wear them.

Customary Styles—Prices.

Straw hats of the usual round shape and straw fedoras are on sale, but novelty shapes, such as rounded crowns, square blocked, Leg-horns, Bangkoks, etc., are never seen, and there appears to be a possibility of their sale here, especially for those of very light weight, owing to the long, hot summer. The thermometer at times registers 115° or 118° in the shade and 135° to 140° in the sun.

Panama hats are seen, but are not largely sold. They range in price from \$6 to \$10 or higher. Straw hats of the usual types cost from \$1 up, fedora shapes being slightly more expensive. Felt hats cost from \$1.50 up, a good quality being obtainable for \$2 to \$2.50. British-made felt hats are sold at \$3 and \$4. The Italian hats cost \$2.10 to \$2.20 c. i. f. Seville. Locally manufactured silk top hats cost \$3.50 to \$4. The local "bull-fighting" shape costs \$1 to \$1.60, and comes in gray, light gray, white, brown, and black.

The felt hats come mostly in gray and black, though green and tobacco-colored hats are also used to a certain extent. Hats are usually supplied with a plain ribbon band having the bow either on the side or at the back. Straw hats are also supplied with a mourning band of crape placed on the hat under the regular band and reaching to the top of the crown.

Import Duty—Terms—Sales Methods.

The only statistics available show that in the year 1914 the importation of "hats and accessories therefor" amounted to 4,609 pounds in weight, no values being given. The import duty on hats is as follows: Straw hats, 14 pesetas per kilo (\$1.23 per pound); hats of other material, untrimmed, 2.50 pesetas (\$0.48) each; women's hats, trimmed, 7 pesetas (\$1.35) each.

Hat dealers here usually do business on terms of 30 to 60 days, though in some cases 90 to 120 days are asked for and allowed. Packing and pasteboard boxes are usually not included in the price of the hats, but are at the expense of the purchaser.

Most of the sales of foreign goods made here are placed through traveling salesmen, who call on the local dealers with a supply of samples and take orders, and it seems probable that this is about the only successful way to do business in this line, though it is possible that some trade might be built up if a line of samples were sent to some local dealer.

Spanish Language Should be Used—Advertising Campaign.

All correspondence and catalogues and other literature should be in the Spanish language, as the dealers here are not familiar with English, and if prices are quoted gold pesetas (1 gold peseta equaling 19.3 cents) it will be more satisfactory to local dealers, who receive quotations from European firms in francs, the equivalent of gold pesetas.

It is suggested that in order to introduce American-made hats an advertising campaign might be advisable through the medium of the local daily, weekly, and monthly papers and magazines, theater curtains, billboards, lantern slides, etc., and that the manufacturer might allow dealers a certain amount for this purpose in order to aid in introducing and popularizing his goods.

[A list of Seville dealers in hats may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices by referring to file No. 65806.]

NEW SOUTH WALES IMPORTS.

[Consul General J. I. Brittain, Sydney, Australia, Aug. 12.]

Recently published statistics show the imports into New South Wales for the year ended June 30, 1915, as follows:

Month.	1913-14	1914-15
July.....	\$14,100,007	\$15,984,958
August.....	12,946,345	14,206,024
September.....	14,991,214	10,161,286
October.....	12,839,233	10,718,850
November.....	11,815,487	10,944,159
December.....	15,671,541	10,441,825
January.....	12,156,040	11,489,227
February.....	12,219,163	10,283,146
March.....	17,701,348	11,240,091
April.....	11,964,353	9,633,777
May.....	14,713,789	7,985,089
June.....	11,992,515	10,350,855

The decrease, \$29,578,587, covers largely imports during the second half of the year. The falling off in dry goods alone was \$3,893,200.

The decrease is also noticeable in metal goods, machinery, and various miscellaneous articles.

The exports for the year ended June 30, 1914, amounted to \$173,216,390 and for the year 1915, \$138,415,294, showing a decrease of \$34,801,096. The decrease in exports was mostly previous to January, 1915, but since that time there has been a general recovery in the export business in spite of the great shortage in the harvest, which interfered with the export of grain, meat, and dairy products.

Recent rains over the Australian wheat areas have broken the long distressing drought and good crops are anticipated next season.

NEW GRAIN ELEVATOR FOR MANCHESTER DOCKS.

[Consul Ross E. Holaday, Manchester, England, Aug. 30.]

The Manchester Ship Canal Co. has just announced that it expects to begin placing grain in the new elevator (No. 2) on or about September 7 although the building will not be fully equipped with machinery until some weeks later.

The charges payable by merchants will be as set forth in the grain schedule issued in March, 1915, in respect of the No. 1 elevator, with the exception that the rent payable for the storage of grain will be 1 cent per ton (2,240 pounds) per week more. [A copy of the March, 1915, schedule referred to may be inspected at the Bureau of Foreign and Domestic Commerce or its branch offices; ask for file No. 65865.] As the new elevator is of ferroconcrete construction the insurance companies have agreed to accept the fire risk on grain stored in the elevator at a premium of 61 cents per \$486.65 per annum.

The charges payable by shipowners are fixed at 19 cents per long ton on wheat and maize and 22 cents on oats for discharging bulk grain by means of portable elevators.

New Granary Needed to Cope with Trade.

In the early days of the Ship Canal (it was opened in 1894) there was very little trade in grain, probably owing to the fact that no special facilities were provided for handling, the grain being inconveniently dealt with in the quay transit sheds. The possibilities of increasing this trade, however, were soon realized by the Ship Canal Co.; the No. 1 grain elevator was erected, and in a very short time the trade in grain greatly increased. Following this, developments took place in other directions, several large flour mills being erected alongside the canal, one or two of these mills taking in as much as 50,000 tons of grain per annum.

In order to cope with this ever-growing trade (the total import of grain to Manchester now exceeding 600,000 tons per annum) it has been found necessary to double the elevator accommodation, and now that the new elevator is ready Manchester is placed in the very forefront as a grain entrepôt. The new granary has a holding capacity of 40,000 tons (1,500,000 bushels) and is capable of handling grain at the rate of 1,200 tons per hour. It is a reinforced concrete building, with steel window frames and doors, comprising 260 storage bins and 81 shipping bins, as well as distributing, weighing, and loading-out floors, machinery for cleaning the grain, etc. The structure is 160 feet high, 295 feet long, and 165 feet wide.

Equipment Modern Throughout.

The building is equipped with six receiving elevators and six discharging or shipping elevators, each of these being provided with an automatic scale capable of weighing 200 tons of grain per hour. There are also automatic scales for weighing and sacking, machinery for loading into carts or railway wagons, and for discharging bulk grain or sacks into coasting vessels or barges, and plant for cooling grain.

This latest addition to the equipment of the port of Manchester is built at the east end of No. 9 dock, not the least interesting feature of which is its subways in which run band conveyers. These are so

arranged that during the time general cargo is being dealt with, portable elevators will be used for discharging the various parcels of grain from the vessel on to the band conveyers in the subway or overside to barges.

Of the subways on the south side of the dock the two berths nearest the canal are each fitted with two conveyers; the remaining three berths are provided with three conveyers each. On the north side of the dock one berth has two conveyers and the other three, these berths being intended primarily for the discharge of full cargoes of grain arriving in bulk. If it is desired to discharge overside into barges for transshipment to Manchester mills or along the smaller (barge) canals to inland mills, the portable elevators and conveyers will again be used.

Sacked Grain—Connecting Railway Lines.

In addition to the facilities for receiving and storing grain in bulk, there is excellent accommodation at the Manchester Docks for the storage of Indian grain, which is not dealt with in bulk but is delivered to the millers in original bags. This grain is accommodated in the spacious warehouses at the docks.

In connection with the handling of grain at Manchester it should be mentioned that the facilities at the docks for distribution by rail, cart, motor vehicle, and inland canals are most excellent. The dock railways are 85 miles in extent; the total length of railways already completed at the docks and at many points alongside the ship canal is upward of 140 miles. The following railways connect with the docks: London & North Western, Lancashire & Yorkshire, Midland, Great Northern, Great Central, Cheshire lines.

NEW COTTON MILL FOR INDIA.

[Consul Lucien Memminger, Madras, Aug. 3.]

A new cotton mill, with 2,500 spindles and 500 looms, with an estimated annual outturn of 1,425 long tons of yarn and 800 long tons of cotton cloth, is to be established at Bangalore, in the Native State of Mysore, southern India. The capital required to run the mill is about \$519,000.

There are at present two cotton mills in Bangalore, and the subject of starting another mill has been under consideration by the Government for the past two years. It was at first planned to establish the mill at Devangere or Harihar, but subsequent inquiries proved that Bangalore was the most suitable place. The electric energy available at Bangalore offers a convenient source of power, and facilities for obtaining labor are considered greater there than elsewhere in Mysore. In regard to the question whether there is room for an additional cotton mill in the State the report prepared by the Director of Industries and Commerce is in the affirmative.

Cotton mills in southern India are generally continuing to operate. There are 20 mills in Madras Presidency and Mysore, 3 in the State of Hyderabad, and 3 in the French colony of Pondicherry. The Madras mills sell largely to Burma and also at present have extensive Government orders for textiles.

THE LUMBER INDUSTRY IN ECUADOR.

[Prepared in consulate at Guayaquil, Aug. 7.]

Ecuador has a timber area of about 90,000 square miles, 10,000 of which are on the west slope of the Andes and below the 5,000-foot elevation. The total area of the Republic has been estimated at 116,000 square miles—equal to the combined area of the States of New York, Pennsylvania, New Jersey, Connecticut, Massachusetts, and New Hampshire.

As in other tropical forests, timber is seldom found in vast tracts of a single species, the only exceptions being the figueroa forests of Esmeraldas and the roble district of Taura, which undoubtedly are the most accessible and offer the most favorable opportunities for exploitation. While the Province of Guayas is drained by the extensive system of the Guayas River, most of the land bordering on that system has already been cleared and planted with cacao, the cultivation of which forms the chief industry of the country.

Of the two dozen sawmills in the Republic, 11 are located in Guayaquil or vicinity, three in Esmeraldas, and the remainder in various other parts of the country. No records have been kept of the production of lumber, and it is impossible to make even an approximate estimate.

Introduction of Improved Methods.

Until within a few years the lumber business was carried on in a most primitive manner; the logs, after being roughly squared, were sawed by hand and sold to the public per board. There was no uniformity in the price, each individual piece was bargained for, and large quantities were sold by the lot.

However, with the advent of the sawmill the board-measure system was introduced. Each board is now measured at the mill and the total number of square feet marked on it.

The dry kiln is still unknown in Ecuador, although greatly needed. During the construction season—May to December—it is possible to secure dry lumber for furniture only by paying excessive prices.

This progress in methods unfortunately applies only to the districts of Guayaquil and Esmeraldas. In Quito, Ambato, Riobamba, and Cuenca the antiquated methods of cutting and transporting lumber are still in operation, the trails over which it is brought being so difficult that one seldom sees boards more than 7 feet long in the markets of the interior towns.

Kind of Machinery Used.

The vertical gang saw manufactured in England is much preferred to any other kind, the American circular saws being used only for sawing mangle and for squaring off two sides of the logs before running them through the gang saw.

Planing and other small machines are chiefly from the United States, although quite a few German ones are seen, this fact being due, probably, to the long credits extended by the local German machinery dealers.

Exports and Imports—Prices.

It has been suggested that, in case the lumber industry should be conducted on a larger scale, the best way would be to clear the

timberlands (selling the soft woods for local consumption) and to accumulate the hard varieties until a sufficient quantity were gathered to make export profitable, planting the land thus cleared with cacao or rubber trees.

Little lumber is exported. A few sample shipments of balsa wood and some of the hard woods have been sent to the United States, but no trade has developed. Bamboo is shipped in large quantities to Peru and Chile.

Owing to repeated fires, some of which swept nearly the whole city, the use of pine and other resinous lumber was prohibited in Guayaquil. Since this prohibition went into effect very little foreign lumber has been imported into Ecuador. The railroads import pine for use in the construction of box cars, station buildings, bridges, etc. During 1912 about 200 tons of lumber were imported, 75 per cent coming from the United States.

The average price per 1,000 feet of the common lumber, such as roble, laurel, suche, figueroa, etc., in Guayaquil is from \$40 to \$50 in United States gold. Guayacan, madera negra, and other good hardwoods are sold for about \$5 a log—the log averaging about 12 inches in diameter and about 12 feet in length.

While not sold by board measure, canelo, chigmay, laurel, and aliso can be purchased in the interior cities at prices that would average from \$45 to \$65.

One large company, operating in the southern part of Ecuador, purchases its lumber standing, contracting for the felling and transportation to the plant.

[Consul General Godling transmitted with this report a list of the principal woods found in the littoral and Andean plateau regions of Ecuador, with a brief description of the characteristics of each. This list will be loaned to interested persons by the Bureau of Foreign and Domestic Commerce. Refer to file No. 65395.]

NEW FEEDING STUFFS AT BRISTOL.

[Consul J. S. Armstrong, jr., Bristol, England, Aug. 18.]

The importation of oilseeds is an important industry at Bristol. A report on this trade was published in *COMMERCE REPORTS* for April 20, 1915.

An item has recently appeared in the Bristol Times and Mirror calling the attention of local seed crushers to the possibilities the use of palm kernels offers. Before the war Bristol merchants made an energetic effort to secure a share of this business and limited supplies were obtained from West Africa, but because freights were 10s. (\$2.43) per ton higher to Avonmouth (Bristol) than to Liverpool any substantial development of this industry was found impracticable. It is now suggested that interested merchants should make representations to steamship owners with a view to bringing about a freight rate as low as that offered to Liverpool.

Groundnuts, which have been crushed in large quantities on the Continent, have been offered to Bristol Channel importers on equal terms with Liverpool, Hull, or London, and oilseed crushers in this district are now turning their attention to this product. Several cargoes of groundnuts have already arrived at this port.

RECEIPTS OF FISH AT NEW ENGLAND PORTS.

The American fleet landing fish at Boston and Gloucester, Mass., and Portland, Me., during the month of August comprised 306 steam and sail vessels. At Boston 400 trips were landed, aggregating 10,104,583 pounds of fresh and salted fish, valued at \$296,232; at Gloucester 200 were landed, aggregating 8,467,612 pounds of fresh and salted fish, valued at \$185,530; and at Portland 57 trips were landed, amounting to 1,296,346 pounds, valued at \$22,001; a total for the three ports of 19,868,541 pounds, valued at \$503,763.

A feature of the fisheries during the month was a remarkable abundance of small mackerel along the coast of Massachusetts. Many trips of these fish were taken by small vessels from the mouths of harbors and on the inshore banks, and on several occasions a number of vessels caught and landed two trips in one day. On August 31, the schooner *James W. Parker* landed at Gloucester, Mass., 202,000 pounds of fresh "ground" fish. The trip was caught on Le Have Bank, and was reported to be the largest catch of fresh fish of the season taken by a line trawler. The amount of swordfish caught during the month was 598,317 pounds, valued at \$57,131.

The otter-trawl steamers *Long Island* and *East Hampton*, which for several months have been fishing out of Portland, Me., have been transferred to Boston.

The figures for the three ports in kinds of fish are:

Kinds of fish.	Boston.		Gloucester.		Portland.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Cod	2,148,982	\$71,781	2,769,142	\$66,190	61,596	\$1,006
Haddock	4,316,173	69,896	2,484,212	25,348	846,791	10,622
Hake	606,410	14,164	1,125,300	14,038	87,421	1,216
Pollock	671,647	18,395	103,185	1,259	3,539	54
Cusk	91,705	1,654	413,650	5,976	3,783	94
Halibut	101,307	11,501	280,050	20,777	71,921	6,061
Mackerel	1,343,600	47,671	1,045,453	49,592	7,600	136
Miscellaneous	824,559	61,267	244,620	2,050	213,695	2,788
Total	10,104,583	296,232	8,467,612	185,530	1,296,346	22,001

ACCLIMATIZATION OF HUMPBACK SALMON.

In the fall of 1913 the Bureau of Fisheries transferred from the Pacific coast to Maine 13,240,000 humpback salmon eggs, and in the fall of 1914 a second shipment of 7,022,000 eggs was forwarded. These eggs were developed at the Green Lake and Craig Brook hatcheries, and the resulting fry were planted in various selected streams where the conditions seemed favorable.

Reports have been received indicating the survival of some of the early plants and the possibility of the establishment of a run. Early in August, 1915, a female humpback salmon 22½ inches long and weighing 4 pounds 3 ounces was taken at Bangor waterworks in the Penobscot. A little later a male fish of about the same size was taken in this river at Orland Dam.

It is the intention of the bureau to continue the planting of humpback salmon fry and fingerlings in Maine waters, and arrangements have been made to ship about 7,000,000 eggs of that species to the stations above referred to during the fall of 1915.

THE RAILWAYS OF JAPAN.

[Vice Consul Harold C. Huggins, Yokohama, July 20.]

The railway system of Japan is practically a Government monopoly, only 265.58 miles of railway being privately owned on March 31, 1915 (the latest date for which statistics are available), out of a total mileage of 5,944. The Government railway mileage for the past three fiscal years (ended Mar. 31) is given as follows: 1912-13, 5,217.16 miles; 1913-14, 5,471.12 miles; 1914-15, 5,678.42 miles.

It is reported that the Imperial Government Railway Bureau has planned to construct 80 miles and 52 chains of new lines in the fiscal year 1915-16, at an estimated cost of 8,453,859 yen (\$4,200,022). A further amount of 10,899,317 yen (\$5,427,859) has been allowed for improvements during the same period—these contemplated improvements consisting of necessary changes in present trackage and construction of double tracks. The Government has also allowed the sum of 250,000 yen (\$124,500) for subsidies to encourage the building of light railways.

Extension of Government Lines—Yokohama-Tokyo Electric Line.

The Government lines are slowly being extended to tap all portions of the country where industry, agriculture, manufacturing, forestry, and mining are so far advanced as to require a ready means of transportation to the central markets. It is intended to construct on an average about 200 miles of new lines a year until such time as the country will no longer require any great extension of the existing system. The final plans for the construction of a line from Tokyo to Kobe, cutting off the haul over the Hakone Mountains by boring a tunnel through the mountains near Atami, were adopted during 1914. The estimates of construction provide for the completion of the line within 10 years. The designation of this long period is entirely due to the lack of funds available for construction work. This line when completed will effect a substantial saving in operation expenses in the haul from Tokyo to the south of Japan. It is intended to use electric power for hauling through the tunnel.

The year 1914 witnessed the completion of the long-expected electric line between Yokohama and Tokyo. Unfortunately, the engineer having the work in charge decided to alter the plans submitted by the foreign experts called into consultation, hoping thereby to effect a saving in the cost of the line. The overhead wire for carrying the current was, in the original plan, to have been welded to the supporting carrier. The plan adopted provided for the support of the current carrier by means of a hook not closed. As a result, when the line was opened the passage of a train would elevate the wires so that they slipped off the hooks. The consequent confusion tied up the line for more than four months. The line is now (July, 1915) in operation and is proving very successful.

During the year the Railway Bureau stopped the use of first-class coaches on many lines and trains where they were found to be little used. A consequent increase was recorded in the efficiency of the second and third class services to which these first-class coaches were transferred.

Receipts and Disbursements.

It is estimated by the Government Railway Bureau that the receipts from the service during 1914 were as follows: Passenger, \$27,819,535; freight, \$27,195,093; total, \$55,014,628. The receipts for the fiscal years 1911-12, 1912-13, and 1913-14 are given as:

Classes of receipts.	1911-12	1912-13	1913-14
Passenger.....	\$25,235,781	\$27,044,394	\$27,875,720
Freight.....	22,746,496	24,590,081	26,577,729
Shipping (receipts for Government-owned ferry lines, steamship lines, etc.).....	1,045,451	1,066,138	1,115,990
Total.....	49,027,727	52,700,613	55,569,389

The disbursements of the Imperial Government Railways for the same fiscal years are itemized below (data for 1914-15 not available):

Expenses.	1911-12	1912-13	1913-14
Construction.....	\$9,941,815	\$14,060,102	\$9,305,743
Improvement.....	14,559,933	15,446,847	11,250,521
Maintenance.....	5,054,042	5,663,648	6,287,094
Traffic.....	15,320,903	13,698,544	14,876,011
General (maintenance of equipment, hotels, etc.).....	2,413,647	5,554,705	6,003,416
Other.....	917,865	1,026,250	1,303,451
Total.....	48,212,205	55,440,096	49,026,241

Capital Invested—Equipment.

The capital invested in the Government railways, covered by loan bonds and by appropriations in the annual budgets, for the past three fiscal years (not including 1914-15), is reported by the Imperial Bureau of Railways as follows: 1911-12, \$434,370,540; 1912-13, \$464,470,298; 1913-14, \$484,599,565.

Statistics showing the equipment of the Government railways for the fiscal year ended March 31, 1915, are not available, but data for the three preceding fiscal years are given below:

Equipment.	1911-12	1912-13	1913-14
Stations..... number..	1,389	1,441	1,529
Locomotives..... do..	2,306	2,381	2,499
Passenger carriages..... do..	6,893	6,148	6,453
Freight cars:			
Covered..... do..	16,591	18,422	19,726
Open..... do..	21,361	22,105	42,705
Loading capacity of freight cars..... tons..	292,498	332,318	366,315

The passenger and freight cars in use on the Government railways are now, in large part, being built by the Government railway shops at Tokyo, Osaka, and Omiya, near Tokyo. There are now 24 of these shops, employing 14,664 operatives, with an average daily wage of \$0.359 per day. This wage has slightly decreased during the past two years.

Statistics of Passenger and Freight Traffic.

Some significant figures with respect to passenger and freight traffic on the Government railways are contained in the following table:

Items.	1911-12	1912-13	1913-14
PASSENGERS.			
Total passengers carried.....	151,077,779	160,711,737	167,773,142
Passengers per day per mile.....	1,887	1,954	1,909
Passengers carried 1 mile.....	3,382,586,411	3,626,316,499	3,690,964,619
Earnings per mile per passenger.....	\$0.00695	\$0.0069	\$0.00695
Earnings per mile per day.....	\$14.079	\$14.572	\$14.417
FREIGHT.			
Total goods hauled.....tons	29,337,064	32,537,345	36,348,362
Goods hauled 1 mile.....do	2,347,871,475	2,691,464,174	3,053,852,638
Receipts per ton per mile.....	\$0.0083	\$0.00915	\$0.0087
Receipts per day per mile.....	\$12.565	\$13.147	\$13.626

In 1914 the number of employees of the Imperial Government Railway Bureau was 112,087. In 1913 it was 109,983 and in 1912 103,418.

Of the total track mileage in 1914, 5,117.6 miles were equipped with modern safety appliances, such as block-signal system, etc.

NEW RICE INDUSTRY IN PORTO RICO.

[Harwood Hull, correspondent, San Juan, Sept. 15.]

Experiments in lowland rice culture recently started here are arousing much interest because rice is the chief food consumed in the island. Porto Rico has spent approximately \$5,000,000 annually during the past four years for this grain and is the largest export consumer of American-grown rice.

A 100-acre plat near Canovanas recently was prepared for rice cultivation and various portions of it have been planted at intervals of one month since. The first crop is now about to be harvested and it is estimated that it will yield 2 tons or more of cleaned rice to the acre. Persons who have seen rice grown in Japan, Hawaii, and in the United States assert they have never seen better crop prospects.

The land which has been planted is low and level, easily irrigated, and was considered too wet for sugar-cane cultivation. It is said to be typical of large tracts of land in various sections of the island which are not now cultivated and which have been considered as useless.

Those interested in the experiments say it will require several seasons to determine definitely just what can be done with rice here, but they are sufficiently impressed with the possibilities of the industry to have ordered machinery for harvesting and cleaning the grain ready for market. They expect to get two crops a year from the same land. It takes three to four months for the crop to be harvested after planting.

Many natives throughout the island plant hill rice and raise sufficient quantities for their own use, but this rice has never been marketed.

Besides small quantities of rice imported from foreign countries each year, Porto Rico has purchased rice from the United States since 1910, as follows:

Year.	Pounds.	Value.	Year.	Pounds.	Value.
1910.....	117,527,269	\$3,747,215	1913.....	128,718,089	\$5,069,527
1911.....	126,901,186	3,866,986	1914.....	139,836,581	6,306,364
1912.....	134,648,403	4,891,747	1915.....	127,310,116	4,551,533

ANDALUSIAN RAILWAY REPORTS PRESENTED.

[Consul Wilbur T. Gracey, Seville, Spain, Aug. 24.]

A report, published in **COMMERCE REPORTS** of July 12, dealt with railways operating in the Seville consular district, and covered several of the most important lines. Facts regarding the other lines now in operation have been secured by the consul directly from the companies operating them. These companies are:

Andalusian Railway Co. (Compania de Ferrocarriles Andaluces). Head office, No. 12 Paseo de Recoletos 12, Madrid; directors' office, Paseo de Peding, Malaga. This company is, perhaps, the most important line in this district, as it operates from Seville to Bobadilla, and Algeciras; Cordoba to Malaga; Bobadilla to Granada; Puente Genil to Linares; Cordoba to Belmez; Marchena to Valchillon; Seville to Jerez de la Frontera and Cadiz; Utrera to Moron and Osuna; Osuna to La Roda; Jerez de la Frontera to San Luca and Bonanza, and Alicante to Murcia and Terrevieja. Its purchases of material are made by a committee of the company located at 4 Rue de Rome, Paris, France, usually by tenders, no particular preference being given for goods from any one country.

Construction Works—Equipment—Traffic Record.

The repairing and construction works are at Malaga, and about 465 workmen are employed. On June 1, 1915, the actual rolling stock consisted of 197 locomotives, 605 passenger cars, and 5,176 freight cars, almost all built either in France or Belgium. The total length of lines is 1,261 kilometers in operation (784 miles) and 7 kilometers (4 miles) under construction.

The capital of the company is 45,500,000 pesetas (\$8,781,500), with 91,000 shares. On June 1, 1915, the total number of employees was 6,800.

The rails weigh from 30 to 40 kilos per meter (20 to 27 pounds per foot), and while formerly secured from various countries, for some years they have been purchased exclusively in Spain. The ties in use are from Spanish and French sources.

The total number of passengers carried in 1913 was 3,891,718, and 4,147,068 in 1914. The large increase in the last year was largely due to the fact that the line from Bobadilla to Algeciras was taken over by this company in 1914 from an English company.

The receipts in 1913 were \$5,778,216; the expenditures \$3,017,485; in 1914 the receipts were \$5,696,218 and payments \$3,086,071, the dividends each year being \$2.41 per share.

Seville, Alcala & Carmona Railway.

This line, built principally for passenger traffic, has its head office in the Enramadilla Station, Seville. It is a short line 43 kilometers (27 miles) in length, 14 kilometers of which were opened in 1873 and the balance in 1880.

The purchase of materials is in the hands of the "jefe de la explotacion," and they are secured from the cheapest sources. The workshops are at Seville, and about 14 workmen are employed. The locomotives were purchased in Grafenstaden, and the cars from England, Belgium, and France.

The company employs 123 men, and has a capital of \$386,000, with 4,000 shares.

The rails weigh 32.5 kilos per meter and are secured from Bilbao; the ties are of Spanish pine creosoted.

The line carried 146,633 passengers in 1913 and 156,119 in 1914, and transported during the former year 48,896,121 pounds of freight and in the latter 55,378,410 pounds.

In 1913 the receipts were \$72,194 and expenses \$67,266, while in 1914 the receipts were \$85,908 and the expenses \$67,188. No dividends were paid during these years.

Rio Tinto-Huelva Railway.

This line, the property of the Rio Tinto copper mines, has its headquarters at the mining company's offices, 3 Lombard Street, London, England, where all materials not secured in Spain are purchased. They are ordered as desired, with no fixed times, and are paid for in cash upon delivery, the preference in the matter of machinery being given to foreign manufacturers rather than Spanish. The workshops are located at Huelva and employ about 800 persons.

The line has 50 passenger coaches, 150 locomotives, 5,000 freight cars (principally for the transportation of minerals), and 42 closed freight cars. Modern machinery is used in its workshops. The road has a gauge of 3 feet 6 inches and a total length of 53 miles.

The rails are 65 pounds in weight and of Spanish manufacture; ties measure 6 feet long, 9 inches broad, and 6 inches high, and are of Spanish pine. The railway has a branch line from Rio Tinto to Nerva, 1.2 miles, and another from Rio Tinto to Zalamea, 6.2 miles. During a normal year about 2,500,000 tons of cargo are carried, principally minerals. The railway works in connection with the mines, and no separate dividends are declared.

Tharsis-Huelva Railway.

This line, owned by the Tharsis Sulphur & Copper Co., whose headquarters are 136 West George Street, Glasgow, Scotland, runs from Huelva to the Tharsis mines, a distance of 29 miles. Materials are purchased largely through the Glasgow office. Goods purchased in Spain are secured by yearly contracts on open tenders. The rails are of Spanish manufacture, but most of the machinery and rolling stock is from abroad.

The line has a gauge of 1.20 meters (3.93 feet) and, in addition to the main line of 46 kilometers (29 miles) open to public traffic, has a branch to the Zarza mine, 30 kilometers (19 miles), used for the transportation of minerals.

No details are obtainable relative to the rolling stock, but it may be estimated at one-fifth that of the Rio Tinto Co.

Huelva-Zafra Railway.

This line has its chief offices at Barquillo 5, Madrid. Purchases are made partially by annual contract and the remainder, as required, by direct purchase. The workshops are at Huelva, and approximately 200 men are employed.

The company has 90 passenger coaches, 18 wagons, and 610 freight cars. The road has 180 kilometers (112 miles) in operation. Its capital is \$19,466,000, it employs 978 men, and carried 229,222 passengers in 1913 (the last year for which statistics are available) and 681,945 tons of cargo. The company does not contemplate purchasing new material at present.

OFFICIAL NUMBERS FOR MERCHANT VESSELS.

The following is a statement of official numbers and signal letters designated to merchant vessels by the Bureau of Navigation, Department of Commerce, during the two weeks ended September 18, 1915:

Official number.	Name.	Signal letters.	Tonnage.		Year built.	Where built.	Home port.
			Gross.	Net.			
SAIL.							
213633	Sloop: Lady Elcanor.....		27	22	1915	Oriole, Md.....	Crisfield, Md.
213634	Robert L. Webster.....		35	29	1915	.....do.....	Do.
POWER.							
213623	Gas screw yacht: Lorowa.....	LFPC	19	17	1914	Camden, N. J.....	Philadelphia.
213625	Gas stern wheel: Rustler.....		18	18	1915	Newport, Ark.....	St. Louis.
213629	Gas screw: Ada.....		7	5	1914	New Rochelle, N. Y.	New York.
213630	Aegir.....		8	7	1906	Manitowoc, Wis.....	Chicago.
213622	Atlas.....		13	8	1915	Gardiner, Oreg.....	Empire.
213585	Bud Fisher.....		9	6	1915	Toledo, Oreg.....	Los Angeles.
213617	Daisy.....		5	5	1880	Amityville, N. Y....	Patchogue.
213620	Dreadnaught.....		8	6	1915	Sitka, Alaska.....	Juneau.
213615	Elizabeth.....		10	6	1915	Dare, Va.....	Newport News.
213618	Eulalia.....		17	9	1915	Crittenden, Va.....	Norfolk.
213573	Gull.....		13	8	1915	Los Angeles, Cal....	Los Angeles.
213635	Quantuck.....		6	6	1909	East Quogue, N. Y....	Patchogue.
213627	Surf.....		135	92	1915	Alameda, Cal.....	San Francisco.
213626	Winona.....		26	13	1915	Hampton, Va.....	Newport News.
213619	Wolfman.....		16	11	1915	Los Angeles, Cal....	Los Angeles.
213616	Steam screw yacht: Whileaway.....	LFPB	421	225	1915	Philadelphia, Pa....	New York.
213624	Steam screw: Franklin.....	LFPD	5,266	3,354	1915	Camden, N. J.....	Boston.
213631	H. G. Beck.....		23	15	1915	Buffalo, N. Y.....	Buffalo.
213628	Kankakee.....	LFNC	3,718	2,417	1899	Sunderland, England	New York.
213621	Manitowoc.....	LFNG	4,471	2,901	1902	Port Glasgow, Scotland	Do.
UNRIGGED.							
166115	Barge: C. B. Dungan.....		496	496	1915	Rondout, N. Y.....	New York.
166127	Ferry.....		6	6	1914	Clarendon, Ark.....	St. Louis.
166128	Grace.....		8	8	1914	.....do.....	Do.
166111	Highview.....		435	435	1914	Kingston, N. Y.....	New York.
166109	M. E. Co. No. 1.....		151	151	1915	Baltimore, Md.....	Baltimore.
166126	M. P. No. 3.....		764	764	1915	Port Richmond, N. Y.	New York.
166121	McGuire.....		5	5	1914	Oil Trough, Ark.....	St. Louis.
166112	Mira No. 1.....		18	18	1912	Arkansas City, Ark.	Do.
166113	Mira No. 2.....		11	11	1913	Greenville, Miss.....	Do.
166114	No. 1.....		8	8	1913	Arkadelphia, Ark.....	Do.
166129	No. 1915.....		10	10	1915	Clarendon, Ark.....	Do.
166125	Vaska.....		285	285	1915	West Lake, La.....	Morgan City.
166110	Canal boat: Shepard.....		103	99	1893	Durhamville, N. Y..	Albany.
166116	Scow: C. L. & T. Co. No. 253.....		158	158	1913	Baltimore, Md.....	Baltimore.
166117	C. L. & T. Co. No. 268.....		134	134	1905	.....do.....	Do.
166118	C. L. & T. Co. No. 269.....		135	135	1911	.....do.....	Do.
166119	C. L. & T. Co. No. 314.....		153	153	1905	.....do.....	Do.
166120	C. L. & T. Co. No. 321.....		159	159	1913	.....do.....	Do.
166122	H. 145.....		143	143	1903	.....do.....	Do.
166123	H. 267.....		160	160	1505	.....do.....	Do.
166124	J. 434.....		161	161	1915	.....do.....	Do.

^a Foreign-built vessels admitted to American registry under the act of Aug. 18, 1914. Total admitted since June 30, 1915, 15 vessels, 42,151 gross tons.

^b Formerly Norwegian steam screw Lapland.

^c Formerly Greek steam screw Spyros Vallianos.

The Yokohama Economic Association is considering the establishment of a large timber depot near Yokohama; also of a shell-button factory.

CHILEAN MARKET FOR TOBACCO.

[Consul General L. J. Keena, Valparaiso, July 20.]

Chilean manufacture of tobacco (using principally native raw material) has increased very rapidly in recent years. In 1913 there were in Chile 192 tobacco factories, 59 of which were in Valparaiso and 61 in Santiago. One hundred and twenty-nine of these were under Chilean ownership and 63 were the property of foreigners.

Raw material used by them to the amount of \$435,656 in United States currency was raised in this country, and an additional \$65,405 worth was imported. The imported raw material includes cigarette paper. The total value of the production of these factories for the year was \$3,338,807. One thousand nine hundred and sixty persons were employed in the manufacture of tobacco in 1913.

The motive power used in these factories is stated as follows: One steam, 6 horsepower; 9 gas, 92 horsepower; 1 hydraulic, 20 horsepower; 50 electric, 230 horsepower; 2 kerosene, 7 horsepower. It is understood that the term factory as used in this connection includes even shops employing only a small number of workmen.

The product of these factories is almost exclusively cigarettes. Cheap varieties of cigars are also made and a small amount of leaf cuttings is put up in packages for pipe smoking.

Statistics of Imports.

The size of the import market for leaf tobacco and manufactures of tobacco may be judged from the following statistics for 1913:

Countries.	Cigarettes.		Cigars.		Leaf tobacco.		Cut tobacco.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
Algers.....	2, 789	\$5, 541						
Argentina.....	159	315	11	\$18	2, 185	\$1, 065		
Austria-Hungary.....	123	245					220	\$128
Belgium.....	26, 097	49, 862	3, 045	5, 041			11, 173	6, 474
Brazil.....					2, 877	1, 429		
China.....			22	36			326	189
Cuba.....	24, 286	48, 250	86, 854	61, 007	131, 548	65, 339	22, 297	12, 921
Ecuador.....	20	39			1, 726	857		
Egypt.....	1, 486	2, 952						
France.....	27, 119	53, 878	3, 040	6, 026	741	368	14, 850	8, 605
Germany.....	9, 217	18, 312	8, 305	13, 750	11, 224	5, 625	2, 118	1, 221
Great Britain.....	19, 923	39, 582	3, 325	5, 304	871	433	11, 164	6, 469
Holland.....			573	949				
Italy.....	861	1, 691	7, 553	12, 505				
Japan.....			84	139			190	110
Mexico.....			82	135				
Panama.....	1, 203	2, 589	3, 494	5, 782	732	364	2, 707	1, 569
Peru.....	1, 197	2, 378	88	146				
Spain.....	364	722					128	74
Turkey.....	459	911			417	207		
United States.....	888	1, 755	547	905	3, 741	1, 853	6, 292	3, 646
Uruguay.....					700	348		
Total.....	115, 181	229, 032	67, 623	111, 043	156, 762	77, 913	71, 465	41, 406

Customs and Internal-Revenue Duties.

Customs duties on tobacco are:

Cigarettes.—Including weight of the container, with the exception of the cases or boxes of wood and metal, 9 gold pesos (\$3.29) for each kilo on a valuation of 12 gold pesos (\$4.38) per kilo of 2.2046 pounds.

Cigars.—Six gold pesos (\$2.19) for each kilo (net weight) on a valuation of 10 gold pesos (\$3.65) per kilo.

Snuff.—Five gold pesos (\$1.33) for each kilo on a valuation of 5 gold pesos (\$1.33) per kilo.

Tobacco (leaf).—2.60 gold pesos (\$0.95) for each kilo on a valuation of 3 gold pesos (\$1.10) per kilo.

Tobacco (cut).—Four gold pesos (\$1.46) for each kilo on a valuation of 3.50 gold pesos (\$1.28) per kilo.

All merchandise paying a specific duty adds 10 per cent, except sugar and flour.

Internal-revenue duties (law of 1913) are:

Cigars.—Imported and sold in sealed boxes: One peso (\$0.16) for each 25 cigars or fraction thereof.

Imported: Ten centavos (\$0.016) each one.

Manufactured in Chile: Five centavos (\$0.008) each one.

Little, in boxes or packages: Two centavos (\$0.0032) each one.

Cigarettes.—Imported in packages: Ten centavos (\$0.016) each package.

Manufactured in Chile: Five centavos (\$0.008) each package.

Tobacco (cut).—Five centavos (\$0.008) for each package of 25 grams (0.88175 ounces avoirdupois).

It is understood that packages are not to contain more than 14 cigarettes nor to exceed 25 grams (0.88175 ounces avoirdupois) in weight. Fractions in excess pay as full value.

It is prohibited to sell cigarettes without stamps corresponding to contents. It is prohibited to sell cigarettes loose or in bulk.

English and American Pipe Tobaccos.

The local market presents a large assortment of pipe tobaccos, cigarettes, and cigars of foreign manufacture.

The pipe tobaccos are principally English. Some of the brands on sale, with retail prices in United States currency, are: English—Capstan, \$0.65 per $\frac{1}{2}$ -pound tin; Black Cat, \$0.75 per $\frac{1}{2}$ -pound tin; Craven Mixture, \$1 per $\frac{1}{2}$ -pound tin; John Cotton, \$1 per $\frac{1}{2}$ -pound tin; Glasgow Mixture, \$1 per $\frac{1}{2}$ -pound tin; Players Mixture, \$0.70 per $\frac{1}{2}$ -pound tin. American—Old English (curve cut), \$0.75 per $\frac{1}{2}$ -pound tin; Bull Durham, \$0.26 per $1\frac{1}{2}$ -ounce sack; Gail and Ax, \$0.26 per 2-ounce package.

The English tobaccos are all packed in air-tight, sealed tins. The Old English curve cut of the British-American Tobacco Co. is also packed in a sealed tin. The Bull Durham and the Gail and Ax tobaccos are packed in a cotton sack and paper package, respectively.

As a very large proportion of the pipe-smoking public in Chile is either British in nationality or by extraction, it would undoubtedly be a difficult matter to obtain any considerable sale for American pipe tobacco in this market.

Kinds of Cigarettes Sold—Methods of Packing.

Practically all well-known brands of English-made cigarettes are on sale here, as well as French, Italian, Cuban, Turkish, and Egyptian cigarettes.

The more expensive cigarettes are packed in tin boxes of 100 each or in small cardboard boxes containing 10 or 12. Some of the English cigarettes (notably those of W. D. & H. O. Wills) are put up in round sealed tins similar to the quarter-pound Capstan tins. These are also sold in paper packages of 10.

The climate of Chile is not detrimental to cigarettes, but for shipment to this country they should be well packed to withstand the long sea voyage. An excellent form of packing is that used for the Abdulla cigarette, in which sufficient packages to make up 1,000 cigarettes are incased in a hermetically sealed tin box. This prevents loss of flavor in transit or storage and makes a conveniently sized lot for wholesale distribution.

Chileans Smoke Chiefly Cigarettes—Extending American Sales.

Chile is very pronouncedly a cigarette-smoking country, and, while a large percentage of the population demands the black Cuban type, there is a steady market of good proportions for such types as Turkish, Egyptian, Maryland, Virginia, etc. There is a particularly good market now that it is difficult to obtain the lighter types of cigarettes that formerly came from the countries now at war.

With respect to cigars, Cuban and Mexican are preferred. The German cigars heretofore imported probably went directly to the large resident German colony, as did the Italian "Toscani" and "Virginia."

Any effort to extend the sale in Chile of American-made tobacco, cigars, or cigarettes would require the institution of an advertising campaign to insure a successful result.

[Lists of tobacco importers at Valparaiso, of general importers in Chile, and of Chilean manufacturers and dealers in tobacco may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65236.]

NEW GOVERNMENT PUBLICATIONS.

The Superintendent of Documents, Washington, D. C., announces that he received in stock during the week ended September 18, the following new United States Government publications of a business character, which he will sell at the nominal prices affixed:

Fineness of Cement, An Air Analyzer for Determining, Standards Bureau Technologic Paper 48.—Describing various types of elutriators, and new forms of analyzers. Price, 20c.

Saving Fuel in Heating a House, Mines Bureau Technical Paper 97.—A practical work covering fuels used in heating residences, factors affecting the heating apparatus, and governing consumption of fuel and convenience of operation. Price, 5c.

Production of Beef in the South.—General discussion on the beef supply, covering relation of population to meat supply, world supply, with especial reference to the possibilities of beef raising in the South. Price, 10c.

The Pecan, Plant Industry Bulletin 251.—Work on the pecan, covering culture, propagation, planting, handling of the nuts, varieties, etc. Price, 10c.

Manufacture of Acid Phosphate, Agriculture Department Bulletin 144.—Covering the acid phosphate industry in the United States, embracing raw material, manufacturing, impurities, cost of production, disposal of product, with description of machinery used. Price, 10c.

Device for Sampling Grain, Seeds, and Other Material, Agriculture Department Bulletin 287.—Description of a practical device for sampling grain, etc., with detailed drawings. Price, 5c.

Bread and Breadmaking, Farmers' Bulletin 389.—Covering grain, flours, yeast, raised breads, unleavened breads, baking, with chemical composition of various flours. Price, 5c.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Hams, No. 18408.—This Bureau is in receipt of a letter from a firm in the West Indies, stating that it is in the market for hams. The ham should weigh from 10 to 11 pounds, and the price should be 19 cents per pound port of destination. "Diadem" or any other brand of similar quality is desired.

Fishing nets, No. 18409.—A firm in an insular possession of Portugal is desirous of purchasing five fishing nets—100 holes high and 1,000 long. Terms, cash against documents. Correspondence should be in Portuguese. Sample of the net desired is submitted with the report and may be inspected at the Bureau or its branch offices. (Refer to file No. 65705.) References can be furnished.

Tobacco, No. 18410.—A letter to this Bureau states that the inquirer has a call from a South American firm for the names of exporters of cigars and tobacco leaf. The cheaper grades, stogies and cheroots, are the variety of cigars wanted.

Machinery, No. 18411.—A commercial attaché of the Department of Commerce reports that a man in Holland is promoting a factory for making fish oil and will be interested to communicate with American manufacturers of the necessary machinery.

Cigarettes, cigarette paper, candles, olive oil, etc., No. 18412.—An American consular officer on the East African coast reports that a wholesale dealer in his district desires to receive catalogues on cigarettes, cigarette paper, candles, olive oil, and cheap grades of tobacco. Prices and discounts are requested. Correspondence may be in English.

Optical goods, No. 18413.—A letter to this Bureau from a business man in the Philippines states that he desires to receive catalogues and price lists from American manufacturers of optical goods.

Hats, No. 18414.—A hat jobber in the Far East requests the names of American dealers in Panama hats, with a view to establishing commercial relations with firms in this country.

Stationery and office supplies, No. 18415.—This Bureau is in receipt of a letter requesting the names of manufacturers of paper clips, thumb tacks, coppered metal letter fasteners, and modern office supplies and novelties. The articles desired are for export to France.

Wheat flour, wire, lubricating and illuminating oils, etc., No. 18416.—An American consular officer in Brazil reports that a firm in his district desires to secure American representation for the following products: Wheat flour, barbed and plain wire, lubricating and illuminating oils, pitch, soda, zinc sheets, sheets of Flander and similar articles. References are given.

Stoves, steel ceilings, etc., No. 18417.—A report from an American consular officer in South Africa states that a business man desires to secure agencies from American manufacturers of stoves, steel ceilings, bath and lavatory installation, etc. Correspondence may be in English. References given.

Scrap copper, No. 18418.—A firm in Venezuela requests an American consular officer to furnish names of manufacturers in the United States interested in old and scrap copper.

Kauri gum, No. 18419.—A firm in New Zealand informs an American consular officer that it is interested in getting in touch with varnish manufacturers in the United States desiring to purchase kauri gum. It is in a position to supply a limited quantity on good terms.

Paints and oils, No. 18420.—An American consular officer in India reports that a business man desires to be placed in communication with American manufacturers of paints and oils, with a view to taking up the exclusive representation in that market on a commission basis. Best references can be furnished. Correspondence may be in English.

Timber, coffee, machinery, etc., No. 18421.—A business man in Venezuela desires to establish commercial relations with American firms for the export of lumber, timber, coffee, and other Venezuelan products, and to import general merchandise. He also desires to purchase an electric coffee-roasting machine and asks for catalogues and prices. Correspondence should be in Spanish.

Glucose, No. 18422.—An American consular officer in France reports that a man desires to secure the representation in southern France of American manufacturers of glucose. It is stated that all goods can be bought on a cash basis. References are furnished. Correspondence may be in English.

Wire and wire cloth, No. 18423.—A firm in Spain informs an American consular officer that it is desirous of purchasing small wire and wire cloths. It would be glad to receive catalogues and quotations, together with samples of the materials. Samples of the wire desired have been submitted with the report and may be examined at the Bureau or its branch offices. (Refer to file No. 65378.)

Flour, hides, drugs, and chemicals, No. 18424.—An American consular officer in Portugal reports that a firm in his district desires to buy large quantities of flour, hides, drugs, and chemicals. A four months' credit is requested. Bank references furnished. Correspondence may be in English.

Thread and yarn, No. 18425.—A report from an American consular officer in Denmark states that a business man in that country desires to purchase thread and yarn in large quantities. References furnished. Correspondence may be in English.

Machinery, No. 18426.—The Bureau is in receipt of a letter from a business man in Norway, stating that he desires to become an agent for American exporters of machinery and machinery requisites for the manufacture of paper and wood pulp (mechanical and chemical). He states that he has been in business in chemical wares for many years and is well acquainted with the principal mills.

Agricultural machinery, No. 18427.—A communication to this Bureau requests the names of manufacturers of the latest style cultivators, spray pumps, and motors. A visitor to the Panama Exposition was impressed with the machinery on exhibition and now desires catalogues and price lists of same.

Moving-picture machines, etc. No. 18428.—A report from an American consular officer states that a man in Chile desires to correspond with American manufacturers of moving-picture machines for home use, which can be operated both by ordinary lighting current and by machine which generates its own light by the operator turning the wheel; and machinery for making phonograph records. The hydraulic press type is preferred. Catalogues and price lists are requested; also cable code for immediate telegraphic orders.

Cotton underwear and flannel cloth, No. 18429.—An American consular officer in Uruguay reports that an agent in his district, who has been very successful in selling American textile goods on commission, wishes to correspond with manufacturers of cheap and medium grade cotton underwear for men, women, and children; and also flannel cloth. It would be advisable to send samples with terms, as there are customers for the goods. Correspondence may be in English.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 403 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

RAILROAD PROGRESS IN SYRIA.

[Vice Consul Samuel Edelman, Aleppo, July 31.]

Despite the great crisis prevailing there has been no diminution in the railroad progress of the country. The Jaffa-Jerusalem line, controlled by a French company, but whose 25-year lease is about to expire, was taken over by the military authorities at the outbreak of the war. Work was immediately begun to connect this line with the Haifa-Damascus line, and in this way link the system with Aleppo (on the Bagdad line) and eventually connect with Constantinople.

Lydda, a station on the Jaffa-Jerusalem line, is the junction, whence the new line runs due north via Sebastiah, Djenin, and Afoulah, joining the Haifa-Damascus line to Deraa (on the Hedjaz line), a distance of 167 miles; thence over the Hedjaz line for a distance of 80 miles to Damascus, the entire distance from Jerusalem to Damascus being about 280 miles and entailing a 24-hour journey. On May 20, 1915, this branch line was opened to traffic, and the writer was the first passenger completing the railroad journey from Jerusalem to Damascus.

New Mileage of Bagdad Railway.

Equal energy has been displayed in the extension of the line from Aleppo toward Bagdad, known as the German or Bagdad Railway. In spite of all sorts of difficulties created by the abnormal situation, the Bagdad company has succeeded in opening for traffic more than 62 miles of line within the last two months. On June 1, the 39-mile line between Tell Ebiad and Touem was completed, including the construction of a bridge across the Euphrates. On July 23 the 26-mile line between Touem and Rees-ul-Ain was opened. The following stations at present compose the itinerary of this branch: Aleppo, Mouslemiie, Akterine, Tchoban Beyi, Akdje Koyounli, Hulmenie, Djerablus, Sifteik, Ser Arab Pounar, Kharab Nass, Qul Tepe, Tell Ebiad, Ghodjar, Touem, Tell-el-Hamoud, and Rees-ul-Ain. Trains leaving Aleppo at 6 in the morning arrive at the last station at 5 in the afternoon.

Mention must be made of the 56 miles constructed at the southern terminus of this line, from Bagdad to Samara. There now remain about 373 miles before the entire line between Aleppo and Bagdad is completed.

The Constantinople-Aleppo Line.

The Constantinople-Aleppo line is gradually nearing completion. At present trains run direct from Constantinople to Posanteah (a 3-day journey); here immense tunnels are being pierced through the Taurus Mountains. From Tarsus to Mamoure a completed branch of this line is in operation (about a day's journey), whence another series of tunnels is in process of construction. For the remaining 71 miles between Rajou and Aleppo the line is completed and trains are running regularly. Under present conditions the journey between Constantinople and Aleppo is completed in six days.

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No. 226 Washington, D. C., Monday, September 27 1915

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NAVIGATION SAFEGUARDS.

Modern Methods Reveal Serious Menaces to Shipping Not Heretofore Shown by Older Surveys.

Coast and Geodetic Survey parties have made a complete survey this season, by means of a wire drag, of the approaches to the important ports of Boston and the coast from there to Plymouth, which takes in the important route between Boston and the Cape Cod Canal.

Numerous patches of ~~pinnacle~~ rocks and boulders have been found by this means, and it is impossible to insure safety in any other way. It is a source of gratification to the Department of Commerce that in such a broken region it can state with certainty that all dangers, however small in extent, will be shown on the charts, and that shipmasters can lay a course with certainty to avoid all hidden dangers.

A report has just been received of the results of the work eastward and southeastward of Minots Ledge Lighthouse, which shows that the exceedingly broken and rocky areas of Stellwagen Ledges and approaches to Cohasset Harbor are duplicated in the deeper water farther eastward. This area had been previously closely surveyed by the old method with the lead, but numerous rocks with less depth than charted were found.

A rock with 25 feet over it was found on the sailing line heretofore recommended between Boston and Cape Cod Canal. It lies $1\frac{1}{2}$ miles 114° true (SE. by E. $\frac{1}{2}$ E. mag.) from Minots Ledge Lighthouse in a position where 51 feet was the least depth found by the previous survey with the lead.

Another rock with 21 feet over it was found at a point $1\frac{1}{2}$ miles 133° true (SSE. $\frac{1}{2}$ E. mag.) from Minots Ledge Lighthouse in a position where 41 feet was the least depth previously known.

As a result of negotiations that had their beginning in Trade Opportunities submitted by the Saloniki consulate, one firm of importers in that Greek city has purchased \$40,000 worth of sole leather and \$30,000 worth of upper leather from the United States; another has ordered \$140,000 worth of flour; and a third \$20,000 worth of starch, glucose, and corn oil.

ENGLISH REPORT ON AGRICULTURAL RETURNS.

[Consul General Robert P. Skinner, London, Sept. 8.]

The preliminary statement of the agricultural returns for England and Wales has been issued and will be scanned with interest. The increased area in wheat in England and Wales as compared with that of 1914 is 362,610 acres. The manner in which the returns are compiled this year shows considerable activity on the part of the farmers last autumn, as 2,029,250 acres were drilled with wheat before the close of the year. Spring sowings would doubtless have been much larger than 140,860 acres had the weather been satisfactory.

In 1914 there were 1,807,500 acres in England and Wales under wheat, and this year the total area is 2,170,110 acres. Naturally this has not been obtained wholly at the expense of comparatively unproductive land. Barley was expected to suffer most, and there are 273,050 fewer acres under this cereal than in the previous year, this representing 18.1 per cent of the total. The outlook for oats, a crop well suited for the English climate, is very good. There is an area of 2,088,050 acres under this crop, which represents an accretion of 8.2 per cent. Rye is not very popular and is not always grown to harvest. The acreage has fallen from 53,900 to 47,680.

Hay and Stock Feed.

The substantial addition to the cereals must be accounted for in some other way than by the area diverted from barley and rye. There has been little breaking up of permanent pasture, as the acreage has only contracted to the extent of 28,030 acres, or 0.2 per cent. Much of this, no doubt, is represented by the expansion of towns and other processes which eat into the agricultural surroundings. There are 150,000 acres less land kept for hay.

The returns do not show any great desire to break up poor pasture, and the Government, as the Earl of Shelbourne recently intimated, prefers to allow matters to take their course rather than expedite the use of the plow, either by the offer of a bounty or by fixing a minimum price. A study of the arable division indicates that most of the crops have contributed to the cereal expansion. Turnips and swedes¹ occupy 931,760 acres, a fall of 113,300. Mangolds have decreased by 4.3 per cent. Some 14,100 acres of vetches have been given up, and there are 3,170 fewer acres of small fruits, representing 4.1 per cent of the total. Peas and beans have substantially fallen, the former from 168,840 acres to 129,380 acres and the latter from 294,020 to 266,530. The potato, which furnishes so large a proportion of sound food, has been planted more extensively, the 463,400 acres being 1,780 more than in 1914.

Live-Stock Outlook.

The live-stock outlook, as reflected in the official figures, is quite cheerful. In spite of the heavy calls made upon the horse during the year, these figures, collected early in June, indicate a fall in total of only 8 per cent, viz, 1,287,180, as against 1,399,550 12 months ago. The extent to which cows were slaughtered in the first half of the year may be gathered from the fact that there are 2,434,500 cows in milk or in calf, which is 49,720 fewer than in 1914; yet the total

¹ Vegetable of the turnip variety used for feeding stock.

number of cattle, 6,064,150, is 3.2 per cent above the figures last year and is the highest yet recorded.

There are more breeding ewes and sheep one year and above, but a falling off in the number under one year. This is due to an indifferent lambing season, but the breeding resources are greater by 33,410 ewes, and of the 330,100 sheep over 1 year a substantial proportion will no doubt be drafted into the flock. The 17,522,580 sheep furnish an increase of 1.5 per cent. Pigs are a fluctuating quantity; sows have receded in number to 198,160, being a decrease of 12.4 per cent on 1914, but it is very easy to recover, as the pig is prolific. The "other pigs" number 2,121,870, only 19,230 less than 12 months ago. On the whole satisfaction is felt in England with the position of agricultural affairs.

CENSUS OF MANUFACTURES IN DISTRICT OF COLUMBIA.

While the Bureau of the Census, in its 1915 review of manufactures in the District of Columbia, reports a general increase over the figures for five years ago, the item of number of establishments alone shows a decrease, a numerical loss which the bureau says is accounted for by the reduced number of establishments in the bakery industry from 71 in 1909 to 58 in 1914. The decrease in all establishments, however, is only 5, from 518 to 513. The word "establishment," as used, may mean more than one mill or plant, provided they are owned or controlled and operated by a single individual, partnership, corporation, or other owner or operator.

In the order of their importance, from a percentage standpoint, the increases for the several items in this census of manufactures are: Primary horsepower, 49.1 per cent; salaries, 37.9; capital, 33.5; salaried employees, 26.3; proprietors and firm members, 22.1; wages, 21.8; materials, 17.8; wage earners, 15.3; value of products, 14.3; and value added by manufacture, 11.9 per cent.

The capital invested, as reported in 1914, was \$40,799,000, a gain of \$10,246,000, or 34 per cent, over \$30,553,000 in 1909. The average capital per establishment was approximately \$80,000 in 1914 and \$59,000 in 1909.

The value of products in 1914 was \$28,904,000, and in 1909, \$25,289,000, the increase being \$3,615,000, or 14 per cent. The average per establishment in 1914 was approximately \$56,000 and in 1909 \$49,000.

EXAMINATION REQUIRED FOR CERTIFICATE AS ABLE SEAMAN.

[Announcement of Steamboat-Inspection Service, Department of Commerce.]

Under the provisions of section 13 of the act of Congress approved March 4, 1915, entitled "Seamen's Act," regulations have been prescribed by the Secretary of Commerce, in Department Circular 264, for determining the knowledge of the duties of seamanship of persons who make application for examination for certificate of service as able seaman, after having served on deck 12 months at sea or on the Great Lakes.

When the circular is ready for distribution a supply will be furnished local inspectors, Steamboat-Inspection Service, chief officers of customs, and shipping commissioners for distribution to persons desiring it.

GOOD PROSPECTS FOR GREEK TOBACCO CROP.

[Vice Consul George P. Waller, Jr., Athens, Aug. 31.]

Tobacco growers anticipate a crop for 1915 superior in quality and quantity to that of 1914. According to an article recently published, the Macedonian yield is expected to equal that of 1914, while in the Phthiotis-Phocis districts indications point to an increase of 20 to 30 per cent. Larissa is said to have a crop 15 per cent larger than that of the past season, and the Argolis-Corinth provinces promise an increase of 30 per cent. The average increase would seem to be not far from 15 per cent, when all districts are taken into consideration.

The figures for the tobacco crop for 1914 have just been given out in an annual report of the Ministry of National Economy. Reduced to English equivalents, they are given below.

Province.	Acreage.	Pounds.
Thessaly and Arta	13,308	12,534,000
Mainland of Greece	14,372	9,880,357
Peloponessus	6,177	4,655,474
Cyclades and Euboea	743	55,874
Ionian Isles	247.1	160,280
Macedonia	38,300	34,916,000
Epirus	790.7	434,511
Aegean Isles	5,930	4,232,250
Crete	494.2	210,365

As the tobacco crop in Greece matures in September–October, the tobacco year coincides with the calendar year.

ACTIVITY IN SILESIAN HARDWARE INDUSTRY.

[Consul Harry G. Seltzer, Breslau, Germany, Aug. 30.]

Due to the general depression in the building trades during the first year of the war and to the fact that many of the "small iron" industries were concerned chiefly with the manufacture of war supplies, the hardware trade has been somewhat neglected in this district. With the rebuilding operations in East Prussia and in the occupied portions of Russian Poland there has come a lively demand for small iron fittings of all kinds.

Orders for such fittings as hinges, locks, door hangers, escutcheons, etc., are now coming rapidly, not only for immediate use in operations already begun, but also to refill exhausted supplies in the hands of the dealers. The success of the German forces in the East has added considerably to the prevailing optimistic spirit, and builders are looking forward to a building boom never before experienced. Manufacturers anticipate no difficulty in securing sufficient material, but the shortage of labor will seriously affect this branch of industry for some time. For this reason they are not accepting any "short-time" orders at present.

After making all due allowance for Germany's producing capacity and the fact that its export trade will continue to be paralyzed for a long time, it can hardly be expected that home industries will be able to meet the coming demand.

HOP CROP IN BOHEMIA.

[Consul Wallace J. Young, Carlsbad, Austria, Bohemia, Aug. 30; supplementing dispatches in *COMMERCE REPORTS* for July 28 and 30, Aug. 18, and Sept. 13, 1915.]

Hop picking in the Saaz district is now nearing completion and reliable final estimates on the crop are now obtainable. The yield for this district this year is small, being 100,000 centners (1 centner equals 50 kilos or 110.231 pounds) or 11,000,000 pounds, as against last year's crop of 20,900,000 pounds—a 50 per cent decrease.

There was much overestimation in the earlier predictions, due to the excellent May and June weather, during which the earlier estimates were made, being followed by a cold and rainy July and August. Many blossoms did not fully mature, and this rainy weather has greatly interfered with the picking and drying.

While, particularly from the lower gardens, more or less discolored hops will be plentiful, still the quality of the crop, in general, is considered good and the hops are rich in lupuline and most aromatic.

The best quality are now bringing up to 120 crowns per centner (roughly 22 cents a pound) and the inferior quality 80 to 90 crowns per centner (14½ to 16 cents a pound).

Last year's first quality hops (of which there is but a small supply still on hand) are bringing 80 to 95 crowns per centner (14½ to 17½ cents per pound).

Ten bags of hops can now be exported without the deposit on the sacks of 6 crowns per kilo of weight (about \$4 per sack) and consequently exporters are sending their hops in lots of 10 sacks at a time. Empty bags being sent from Germany can be registered at the custom-house and returned filled, without deposit and without restrictions as to numbers.

FREIGHT RATES ON CEMENT FROM MARSEILLE.

[Consul General A. Gaullin, Marseille, France, Aug. 25.]

Since the outbreak of the war, the production and sale of cement in the Marseille district has declined at least 50 per cent. Exports have fallen off also in about the same proportion. The total exports of cement from Marseille during the first six months of 1915 amounted to 27,262 metric tons (metric ton=2,204.6 pounds) against 51,572 tons in the corresponding period of the previous year. Prices are 5 to 10 per cent higher now than they were in July, 1914.

The present freight rates per metric ton on cement in barrels from Marseille to various American and West Indian ports are; To Norfolk, \$4.25; New Orleans, \$4.25; Habana, \$6.75; Fort de France and Pointe a Pitre, \$4.83, plus 10 per cent and 25 per cent; Rio Janeiro (wharf), \$9.17, plus 10 per cent and 25 per cent; Buenos Aires, \$5.79, plus 10 per cent; Colon, Panama, \$5.79, plus 25 per cent and 10 per cent.

Except for Norfolk and New Orleans, there is an additional charge for slinging (élingage) of 1 franc per 1,000 kilos (\$0.193 per 2,204.6 pounds). The 10 per cent primage on the freight to Buenos Aires is reimbursable to the shippers under certain conditions. Wharf dues and charges for manifest and stamp taxes are not included in the above. It also appears that lower rates could be obtained for large shipments to Norfolk and New Orleans.

PROPOSED CHANGES IN BRITISH TARIFF.

[Telegram from American Consul General, London.]

A proposed measure providing for changes in the British customs tariff imposes an import duty of 33½ per cent ad valorem (or an equivalent specific duty) on the following articles at present exempt from duty: Cinematograph films, clocks and watches and parts thereof, musical instruments, hats and caps, plate glass, motor cars, and motor cycles. In addition, the following increases in duty have been provided for [shilling, 12 pence=\$0.243 (par value) hundred-weight, 112 pounds]:

Article.	Rate of duty.	
	Present (per pound).	Proposed (per pound).
Tea.....	s. d. 5	s. d. 7½
Cocoa.....	1	1½
Coffee.....	2	3
Chicory.....	2	3
Cigars.....	7	10½
Cavendish or negrohead tobacco:		
Manufactured in bond.....	4 8	7
Other.....	5 4	8
Cigarettes.....	5 8	8 6
Manufactured tobacco, not specified.....	4 8	7
Snuff:		
Containing more than 13 pounds moisture per 100 pounds.....	4 5	6 7½
Other.....	5 4	8
Tobacco, unmanufactured:		
Stripped or stemmed—		
Containing 10 pounds or more moisture per 100 pounds.....	3 8½	5 7
Other.....	4 1½	6 2½
Unstripped or unstemmed—		
Containing 16 pounds or more moisture per 100 pounds.....	3 8	5 6
Other.....	4 1	6 1½
Dried fruit:	Per hundred-weight.	Per hundred-weight.
Currants.....	2	3
Figs, plums, prunelloes, prunes, and raisins.....	7	10 6
Sugar (according to degree of polarization) (from..... to.....)	1 10	4 6
	1 10	9 4
Motor spirit (benzine, naphtha, gasoline, etc.).....	Per gallon. 3	Per gallon. 6

An excise duty of 7 shillings per hundredweight is to be levied on sugar and the excise taxes on patent medicines are to be doubled.

[According to press reports, the foregoing tariff changes were incorporated in a bill for the raising of additional revenue which was introduced in the House of Commons by the Chancellor of the Exchequer, and it is therefore anticipated that they will be enacted and put into effect without delay.]

RECORD DIVIDEND PAYMENTS ON HAWAIIAN STOCKS.

[Honolulu Star-Bulletin.]

Dividends amounting to more than a million dollars were paid during August on the various sugar stocks and stocks in commercial and utilities corporations of the islands which are listed on the local stock exchange. The exact total paid was \$1,160,265, which exceeds by \$280,540 the dividends paid by the same companies during the month of July of this year.

THE TOBACCO INDUSTRY OF CUBA.

[Consul Henry M. Wolcott, detailed as vice consul at Habana, Sept. 5.]

The report of the Association of Manufacturers of Cigars and Cigarettes of the Island of Cuba for the fiscal year 1914-15 says:

The year ending June 30 last, the twenty-eighth of the existence of the association, has truly been a most dreadful one for the tobacco industry of Cuba. The disastrous effects of the war in which the majority of the nations of Europe are involved are reflected even here in the tobacco industry of Cuba, which was already greatly depressed at the beginning of the war. The exportation of cigars and cigarettes for the year referred to was 102,818,692 cigars, valued at \$7,269,109, and 12,634,353 packages of cigarettes, valued at \$366,012, representing a decrease in the value of cigar exports of \$5,291,257 and of cigarette exports of \$154,448, as compared with the previous fiscal year. The natural result has been such a limitation in the manufacture of tobacco that many factories have been compelled to close entirely, and others have been obliged to cut their forces to the minimum.

Many formerly prosperous towns in the celebrated tobacco districts of Vuelta Abajo and Partido have been in an unfortunate condition during the past year, it being a source of surprise to the average observer that they have been able to exist.

Measures Designed to Alleviate Situation.

At the outbreak of the European war the Cuban Congress adopted measures—such as the export bounty and maritime insurance against casualties due to the war—which, it was hoped, might in some measure alleviate the situation in the tobacco industry. It was not possible, however, to realize any benefit from the bounty, since the import tariff law of the United States, as well as that of other countries, provides that an additional duty equivalent to the bounty be collected on all imported articles that have been subject to such bounty or grant in the country of their origin. The maritime insurance, it is stated, has not been taken advantage of because of difficulties, which are deemed insurmountable, in connection therewith.

Congress also voted an appropriation of \$500,000 for alleviating the condition of the laborers in this industry, and free railroad transportation was provided from the tobacco districts to districts where there was great activity in the planting and harvesting of cane. These measures, while relieving the situation of the people, did nothing to promote the welfare of the industry, and representatives of the Association of Cigar and Cigarette Manufacturers have been very active in urging a new reciprocity treaty with the United States, a *modus vivendi* with Spain, and treaties with some of the South American Republics, which would provide advantages for the tobacco of Cuba.

Growers Should Organize to Further Interests.

It seems, however, that it would be possible for the tobacco growers of Cuba to adopt measures which would be of far greater value to them, and to the manufacturers, than even reductions in foreign tariffs. For instance, if the growers in the various districts would organize upon the same basis as that of agricultural associations in other countries, provide for the selection and grading of their own tobacco, purchase necessary supplies (such as cheesecloth for shade, chemical fertilizers, etc.), and even conduct their own stores, they might effect a saving to themselves of probably not less than 50 per

cent. As it is, they are forced to borrow money at exorbitant rates of interest to finance their crops, and to pay excessive prices for all materials and supplies, including store supplies that are usually furnished on credit by the nearest Spanish bodega, or country store, at prices out of all proportion to the value of the merchandise. The result of this system is apparent.

Little Effort to Raise Other Crops—Effect of Adverse Conditions.

Further, there has been little attempt on the part of the tobacco planter to grow fruits and vegetables for his own use and for feeding his animals. This year there has been a well directed effort on the part of the Cuban Department of Agriculture to instruct and encourage the tobacco planters in growing crops, such as corn, potatoes, and vegetables for his own needs and for the local market. Competent agents have been sent into the tobacco districts with modern farm machinery to instruct the farmers in the best methods of corn culture, vegetable growing, and general farming.

While the adversity of the tobacco grower in Cuba works hardship at present, its ultimate results will probably be for the best, as it will not only tend to force many into other lines of effort, but will bring about better and more economical methods of culture. The tobacco crop will be greatly diminished this year, but the product will undoubtedly be of a superior quality and more economically produced.

Statistics of Production, Exportation, and Consumption.

The following table compiled by Señor Ramón La Villa, and published in the report of the Association of Manufacturers, shows the production of tobacco in the various districts of Cuba for the years stated. The figures for the present year are not yet available, but it is well known that the crop was greatly reduced.

District.	1910	1911	1912	1913	1914
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Vuelta Abajo.....	223,292	135,630	182,596	266,928	237,410
Semi-Vuelta.....	23,994	12,322	24,379	32,996	40,394
Partido.....	61,060	97,969	89,081	87,149	80,853
Santa Clara.....	125,347	105,474	273,175	196,968	281,969
Matanzas.....	725	52	74	192	1,530
Puerto Príncipe.....	11	27	17	1,159	906
Santiago de Cuba.....	7,094	1,691	40,640	23,773	30,032

The table below shows, by values, the production, exportation, and consumption of manufactured tobacco for the last 11 years:

Years.	Cigars.	Cigarettes.	Smoking tobacco.	Total.
PRODUCTION.				
1904.....	\$21,515,570	\$4,630,112	\$471,746	\$26,617,428
1905.....	23,337,493	4,313,902	403,593	28,054,987
1906.....	24,533,072	4,750,294	332,954	29,616,320
1907.....	22,010,846	5,087,414	284,356	27,382,616
1908.....	18,942,483	4,753,238	271,164	23,966,885
1909.....	19,024,430	4,916,907	288,844	24,230,181
1910.....	19,532,354	5,373,739	284,688	25,090,781
1911.....	21,072,037	5,482,503	366,237	26,920,777
1912.....	22,118,599	7,076,532	501,747	29,696,878
1913.....	22,065,003	6,516,344	442,762	29,024,114
1914.....	17,626,391	5,574,887	363,406	23,564,684

Years.	Cigars.	Cigarettes.	Smoking tobacco.	Total.
EXPORTATION.				
1904.....	\$14,146,930	\$461,422	\$137,750	\$14,746,102
1905.....	14,756,854	285,727	143,204	15,195,785
1906.....	16,687,972	391,062	203,112	17,282,146
1907.....	13,112,226	449,923	122,822	13,684,976
1908.....	12,275,041	285,884	131,576	12,702,501
1909.....	12,471,911	288,161	168,447	12,933,519
1910.....	11,917,553	360,727	169,029	12,446,409
1911.....	12,947,861	392,006	245,570	13,585,437
1912.....	12,696,748	501,817	335,050	13,533,616
1913.....	12,868,623	562,639	283,121	13,724,583
1914.....	9,123,661	426,147	210,234	9,769,092
CONSUMPTION.				
1904.....	7,368,640	4,188,690	333,996	11,871,326
1905.....	8,590,639	4,018,175	260,338	12,859,152
1906.....	7,845,100	4,350,212	129,842	12,334,155
1907.....	8,698,619	4,637,487	161,535	13,697,631
1908.....	6,667,443	4,457,354	139,588	11,264,885
1909.....	6,556,519	4,618,748	120,397	11,295,662
1910.....	7,614,701	4,913,012	116,669	12,644,372
1911.....	8,124,176	5,090,497	120,667	13,335,340
1912.....	9,421,850	6,574,715	166,697	16,163,262
1913.....	9,186,398	5,953,505	149,641	15,289,531
1914.....	8,496,730	5,145,740	153,124	13,795,594

While the foregoing figures represent the actual difference between the production and exportation of manufactured tobacco, it is not a true statement of the actual consumption of the people in Cuba, as it must be remembered that large quantities of cigars and cigarettes are purchased annually by visitors and taken out of the country with them to be consumed abroad. Also, residents of Cuba are in the habit of taking supplies of cigars and cigarettes with them when they go abroad for visits. There is, of course, no record of these exports. Considerable quantities of cigars and cigarettes are also sent to countries other than the United States by mail, of which there is no record. Altogether, it is probable that these exports represent an annual value of more than \$1,000,000.

The following table shows the value of exports of leaf and manufactured tobacco in the fiscal years ended June 30, 1914 and 1915:

Classes of tobacco.	Year ended June 30, 1914.	Year ended June 30, 1915.
Leaf tobacco in bales.....	\$18,802,542	\$14,129,392
Cigars.....	12,560,366	7,280,109
Cigarettes.....	520,460	366,012
Smoking tobacco.....	282,824	221,137
Total.....	32,166,192	21,976,650

IMPROVING THE WATER SUPPLY OF CARACAS.

[Consul Homer Brett, La Gualra, Venezuela, Aug. 27.]

The Government of Venezuela has appropriated 84,000 bolivars (bolivar=\$0.193) for the purchase of two farms situated upon one of the watersheds that supply Caracas. These will be depopulated and reforested and it is hoped that a considerable improvement in the quality of the water supplied to the city will result and that the present unduly high death rate will decrease.

PROSPECTS FOR GRENOBLE WALNUT AND FRUIT CROPS.

[Vice Consul T. W. Murton, Grenoble, France, Aug. 20.]

A recent personal inspection of some of the best growing grounds in the Isere Valley indicates that the production this year of walnuts of all grades will be unusually large and fine in this region. The trees, even at this advanced season, are still well in leaf, green, and healthy looking, and for the most part covered with nuts. In only a few places were signs of blight—or, rather, of decay—observable. The percentage of drop offs is remarkably small this year. The fruit maturing is large, sound, and meaty, well developed, and fairly regular in size. It is clean and comparatively free from spots. The proportion of diseased or wormy, shriveled, and imperfectly developed nuts appears to be small. The outlook is most encouraging.

Ripening is progressing normally, favored by fine, dry weather, warmth and sunshine, without too great heat or too much rain. That these crops will prove to be considerably above the average is the opinion of everyone competent to judge. They are already practically assured.

Favorable Season for Fruit—High Prices—Garden Crops.

The succeeding seasons in this part of France have been, throughout the year, about all that could be desired for fruit of all kinds—tree crops especially—except for vines. These are suffering from black rot and mildew, caused by short and intermittent periods of sun and rain in the spring. As a consequence the price of wine is advancing. Cherries, plums, and the like have been particularly abundant, so much so that in many country places in this vicinity quantities have rotted on the trees from lack of time and hands to gather them. This regrettable condition has been the cause of considerable loss not only to the producer but to the consumer as well, since the little fruit that has been brought to market has commanded high prices—more than double those of last year, when crops were poor in comparison.

There is also an abundance of other autumn orchard crops—apples and pears especially—but this fruit will probably command high prices, like the rest. On the other hand, garden crops are not so plentiful, as the raising of vegetables requires care and attention. All have risen greatly in value, and the cost of living in Grenoble has nearly doubled within the last six months.

Estimate of Walnut Yield—Buyers Should Place Orders Early.

As regards the walnut crops yet standing in the Isere Valley, the probable output, by kinds, may be estimated as follows: Pure Mayettes, 2,000 tons; Franquettes, 400 tons; Parisiens, 100 tons (these three qualities, all fine, when mixed are termed "commercial" Mayettes by the trade); Chabertes, or small nuts, 1,500 tons (exclusively employed for confectionery); total, 4,000 tons. It is learned that the Bordeaux walnut crops promise very large yields also, possibly 15,000 tons in all, and the quality is fine.

No prices are yet fixed for the Grenoble crops, since up to the present—contrary to the custom in normal times—no sales appear to have been made nor contracts entered into for forward delivery. Growers expect to realize high prices for their nuts, basing their belief on the difficulties apprehended in the harvesting and handling of the crops, the scarcity of manual labor and of sacking, high rates of transport, insurance, war risks, etc. It is expected that first ship-

ments will be ready to go forward to the United States early in October—about the 10th—as the season is in advance this year by at least 15 days. It would be unwise to call for deliveries before this date, as in such case the nuts would be imperfectly dried and unfit for shipment.

As the ocean voyage to New York via Marseille (the most practical way of shipping goods from here to America) occupies about 17 days, intending buyers would do well to place their orders early to enable exporters to make timely arrangements for freight and transport. An encumbrance of merchandise at the last moment would be likely to delay shipments.

If these suggestions be acted on, there is no apparent reason why the American importer should not receive full satisfaction this year.

EVENING SCHOOLS IN LEEDS.

[Consul Homer M. Byington, Leeds, England, Sept. 2.]

The Yorkshire Post of August 31, 1915, describes a brief outline of the organization of evening education in Leeds for the coming session which has been issued by the Secretary for Education in Leeds, to assist intending students to select the course most suited to their particular needs. In organizing the scheme of evening work for the city efforts have been made to arrange the courses of instruction to meet the requirements of all sections of the community, and the organization follows five main lines; namely, technical and technological training, commercial education and training, instruction and training in art, education and training in the domestic arts, and training courses for teachers of all grades.

The proportion of young people attending the technical evening schools of the city is far from satisfactory, but the education committee hope that with the cooperation of employers and labor, the young workers of the district in steadily increasing numbers will take full advantage of the courses of instruction provided for them.

The evening work in technical and technological education and training has been coordinated and systematized. It follows a continuous line from the general evening schools, through the branch artisan schools, and the minor mechanics' institutes, to the advanced technical schools, and ends in the University of Leeds.

In the comprehensive scheme of commercial education and training, which also ends in the University of Leeds, opportunities are provided for young persons who intend to follow a commercial career to obtain a complete and intelligent knowledge of all branches of commercial practice and to secure such training as will fit them for the highest positions in the commercial world. Instruction in art now follows a continuous line from the preparatory technical evening schools, through the branch schools of art, to the Central School of Art. From the beginning instruction in the principles and practice of art will be given, and special attention will be devoted to their relation and application to industry. The evening work in the domestic arts has been organized to follow a continuous line from the general evening schools for girls, through the branch young women's institutes, to the General Institute for Girls and Women. The courses aim at imparting a thoroughly useful knowledge of domestic and general subjects. The training courses for teachers will, as a rule, be held at the Thoresby high school.

TRANSPORTING CANADA'S GRAIN CROP.

[Consul Henry P. Starrett, Fort William, Ontario, Sept. 1; see also **COMMERCE REPORTS** for July 23, Aug. 24, and Sept. 9, 1915.]

Now that all reasonable danger to the grain crop of western Canada from weather conditions has passed, the problem of the transportation and storage of the crop has become acute. Fears are expressed that lake carriers will be overtaxed and that storage facilities are inadequate for handling the largest grain crop in the history of Canada.

These views, however, are opposed by the statement of a reliable authority that only in the event of traffic congestion during the first month of the grain movement could there be any serious danger from inadequate storage facilities. In support of this opinion it is pointed out that the total elevator capacity in the west, including country, interior terminal, and lake terminal elevators, is 139,374,000 bushels, and that of the eastern district 29,250,000 bushels, a total for all Canada of 168,624,000 bushels. This does not take into consideration the enormous amount of grain en route in the thousands of railroad cars now being sent to the west, and the considerable capacity of available lake steamers and barges.

Shipment of Export Grain.

The first carloads of the new crop arrived at Fort William terminal elevators a few days ago, and it is stated that within 10 days the heavy movement will be well under way. There appears to be no good basis for doubt as to the ability of the elevator and transportation facilities to handle the crop, unless serious congestion arises at the Atlantic ports, due to lack of ocean tonnage.

This latter point is the crux of the whole situation, for it is a well-known fact that for some time past there has been inadequate vessel tonnage on the coast even for the ordinary needs of commerce, and the approaching necessity for taking care of the export grain further complicates an already embarrassing situation. This condition has largely been brought about by the commandeering for war purposes by the Admiralty of a considerable percentage of available British ships engaged in the over-seas trade. To relieve the situation and to insure an adequate food supply to the British Isles during the coming winter, it is understood here that the Admiralty purposes releasing enough tonnage to move the Canadian grain exports promptly upon arrival at the seaboard.

Lake Freight Rates—Storage Charges.

Shipping interests have suffered from very low lake rates during the first half of the season, grain having been carried from Fort William to Buffalo at a rate of seven-eighths cent per bushel, this being below the actual cost of operation. It is hoped, therefore, that the higher rates which will be offered from now on will more than compensate owners for the losses incurred during the earlier part of the season. The continued movement of ore from Superior ports to the lower lakes at 45 cents per ton has had its effect on the fall grain rates in placing the latter on a very attractive level. Latest advices state that grain rates for the first half of October have been fixed at 2½ cents per bushel, last half of October 3 cents, and first half of November at 3½ cents, with probably a higher rate for the last few cargoes of the navigation season. The rates for winter storage of

grain in vessels is said to have been fixed at 4 cents per bushel, but up to the present writing no contracts have actually been made for such storage.

In conclusion it may be stated that every available bottom on the Great Lakes may reasonably expect to be busy for the balance of the navigation season and this with very attractive charters.

PERMANENT COMMERCIAL MUSEUM AT CALCUTTA.

[Consul General James A. Smith, Calcutta, India, Aug. 7.]

In view of the success which attended the sample exhibition of goods imported from Germany and Austria-Hungary and of competing Indian manufactures recently held at Calcutta and certain other commercial centers, the Government of India have decided to establish a permanent Commercial Museum in India. The museum will be located in Calcutta and will be attached to and form part of the Department of Commercial Intelligence.

The collection of samples and exhibits will naturally take time, and the development of the museum must necessarily be gradual. It is intended that the museum should contain samples of the principal manufactures imported into India from all foreign countries with which there is any existing or prospective Indian competition, and also representative samples of the corresponding Indian manufactures. It will also contain samples of goods marketed in foreign countries which India might be in a position to supply. It is further intended to exhibit representative samples of raw materials exported to foreign countries to be reimported in manufactured form, as also of raw materials which occur in India but are not at present worked, although products manufactured from similar materials are imported in considerable quantities.

The samples exhibited will be supplemented by catalogues and price lists, which will be kept continuously up to date; by printed statistics, wherever possible, showing the extent of the various markets in India and abroad; and by other information explanatory of the details of the trade. Names and addresses of firms dealing in the various trades will be maintained in the Commercial Intelligence Department and will be available for the information of buyers and sellers. It is hoped that the museum will be a valuable addition to the resources of the Commercial Intelligence Department as a bureau of information and a means of bringing manufacturers and traders together and that it will conduce to the development of the natural resources of the country.

Pending the selection of a permanent building the museum will be temporarily located in the Commerce and Industry Department building, No. 1, Council House Street, and arrangements are now being made to prepare the accommodation required. All the inquiries should be sent to the Director General of Commercial Intelligence at that address. The director general will welcome all applications from manufacturers for the exhibit of samples of their manufactures and all information which manufacturers or dealers may desire to communicate. It will be understood, however, that he will exercise complete discretion as to the samples which he decides should be exhibited. No heavy or bulky articles will for the present be exhibited.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Corset stays, No. 18430.—A report from an American consul in Uruguay states that the owner of a large corset factory in that country desires to buy regularly a large quantity of steel corset stays. Literature from manufacturers of other corset materials is also desired. Samples of the stays desired have been forwarded and may be inspected at the Bureau and its branch offices. (Refer to file No. 66033.) Correspondence in Spanish is preferred.

Agricultural machinery, chemical products, and dyes, No. 18431.—A firm in Spain informs an American consular officer that it wishes to correspond with American manufacturers of agricultural, industrial, and electrical machinery, pharmaceutical products, and dyes, with a view to representing them on a commission basis. It is stated that good references can be given. Catalogues and quotations in Spanish are preferable, although English may be used.

Insecticides and fungicides, No. 18432.—An American consular officer in South Africa reports that a firm in his district desires to receive by parcel post samples of insecticides and fungicides for diseases in fruit trees and vegetables. Quotations are desired c. i. f. South African ports, if possible, for cash against documents. It is requested that a cable code be arranged in case it is desired to send an order by wire.

Condensed milk, overall cloth, and American prints, No. 18433.—A business man in Central America informs an American consular officer that he is very anxious to represent manufacturers of condensed milk, overall cloth, and American prints.

Peg wood, No. 18434.—A report from an American consul in Denmark states that there is a market in that country for American peg wood to be used in the manufacture of shoe trees. Bank references are given.

Hardware and novelties, No. 18435.—A firm in Spain requests an American consular officer to place it in communication with American manufacturers of small hardware and novelties. Catalogues and quotations should be in Spanish and the terms clearly stated.

Rice, vegetables, and fruits, No. 18436.—An American consular officer in Uruguay reports that a firm in his district desires to secure American agencies for rice, vegetables, and fruits. References are furnished. Correspondence may be in English.

Wearing apparel, No. 18437.—A firm in Brazil informs an American consular officer that it desires to obtain catalogues, price lists, and other information regarding women's wearing apparel, especially white dress goods, children's clothing, and textiles used in the manufacture of these articles.

Cardboard, No. 18438.—A report from an American consular officer in India states that a firm in that country wishes to correspond with American manufacturers of cardboard suitable for making railway tickets. Samples of the cardboard desired and further information may be obtained from the Bureau and its branch offices. (Refer to file No. 66076.)

Office supplies, No. 18439.—A manager of a typewriter company in the United Kingdom informs an American consular officer that he wishes to act as agent for American firms dealing in office supplies, such as filing cabinets, loose-leaf binders, copying novelties, and paper fasteners. He particularly wishes to sell small time-saving devices retailing from \$1.82 to \$4.87 on a commission basis or buy outright. Bank references given.

Agricultural machinery, No. 18440.—A firm in Italy wishes to correspond with American manufacturers of harvesters, mowers, binders, and sowers, according to a report from a commercial agent of this Bureau. The firm desires to receive catalogues and prices, with quotations f. o. b. New York.

Glassware, wire, etc., No. 18441.—A commercial agent of the Bureau reports that a representative of one of the largest and most progressive importing commission houses in New Zealand is in this country for the purpose of making purchases and establishing agency connections with American manufacturers of glassware, lamp chimneys, lawn mowers, ice chests, wringers, coffee mills, lanterns, wire netting, caustic soda, cream of tartar, chloride of potash, and porous plasters.

Photographic chemicals and dyestuffs, No. 18442.—The Bureau is informed by one of its commercial agents that a representative of a European firm has recently arrived in this country to purchase photographic chemicals, such as metol, hydrochinol, hyposulphite, and dyestuffs, especially blacks. Address may be obtained from the Bureau or its branch offices.

Straw, No. 18443.—An American consular officer in Brazil reports that a business man in that country has requested the names of manufacturers and exporters of straw to be used for making chair bottoms. Cash against documents. Metric weights and measure should be used. Correspondence may be in German or Portuguese. A list of the largest consumers of straw on file at the Bureau. Full information and samples should also be sent to the American consulate.

Machinery, No. 18444.—A report from an American consular officer in Spain states that a Government department of Madrid wishes to communicate with American manufacturers of machinery for making paper.

Agricultural machinery, bags for cereals, etc., No. 18445.—A commission house in Argentina desires to receive catalogues and quotations on agricultural machinery, bags for cereals, sisal twine, mineral oils, construction material, lumber, coal, and carriages. An American bank is given as reference. Correspondence should be in Spanish.

Chemicals for hats, No. 18446.—An American consular officer in Greece reports that a firm of straw-hat manufacturers desires to communicate with American firms manufacturing carbonate of potash, 96 and 98 per cent pure; phosphate of soda, 98 and 99 per cent pure; oxalic acid, and gelatine of various kinds. The firm desires to place orders from 500 to 1,000 pounds at a time for each of these commodities. Quotations are desired c. i. f. Patras. Payments arranged to suit seller. Correspondence may be in English. Samples of the gelatine are requested.

Machinery, No. 18447.—A report from an American consular officer in the Far East states that catalogues, price lists, and full information regarding machinery for manufacturing toothpicks is desired by a business man in his district. Correspondence may be in English.

Copper, No. 18448.—An American consular officer in Switzerland reports that no offers have been received in connection with a bid calling for 200 metric tons of copper articles, the estimated value of which is \$77,200. An announcement of this bid was published as Confidential Circular No. 680, and Foreign Trade Opportunity No. 16829. It is suggested that American manufacturers transmit offers by cable without further delay. If this order can be satisfactorily placed in the United States, with reference to price and quality, it will doubtless lead to more and larger orders.

Cement, cottonseed oil, etc., No. 18449.—The Bureau is in receipt of a letter stating that an organization in the United States desires to get into communication with reliable manufacturers supplying cement, cottonseed oil, chemical products, shoes for women, men, and children, dried fruits, canned fruits and vegetables, fresh apples, and imitation jewelry. The organization is promoting trade with all Latin-American countries and has such inquiries direct from buyers in those countries.

Machinery, No. 18450.—An American consul in France submits a report stating that a firm dealing in industrial chemical products contemplates building a factory for extracting of tanning and vegetable dyestuffs and desires to receive offers from American makers of extractors.

Chemicals, cane, wire, etc., No. 18451.—A commercial agent of the Bureau reports that the following articles are urgently required in the Netherlands: Hydrochloric acid; chlorine; manganese dioxide, 85 per cent; sulphurous acid; jute coverings and jute yarns; cotton wool for the packing of fruit and flowers; reeds or chair cane; copper brushes for electric motors; copper sheets; copper for the manufacture of printing blocks; steel wire; liners; combers for the manufacture of cotton wool; packing twine; and zinc.

Chik-peas, olive oil, and wool, No. 18452.—The Bureau is informed by one of its commercial agents that a business man in Spain desires to sell chik-peas, olive oil, and wool. He desires to be advised as to the price of chik-peas per 100 kilos and olive oil per 11½ kilos.

RHENISH-WESTPHALIAN TEXTILE MANUFACTURERS.

[Consul Henry C. A. Damm, Aix la Chapelle, Germany, Aug. 20.]

The principal purpose of the Cooperative Association of Textile Manufacturers is that of mutual liability insurance. Its officials inspect the appliances installed in the mills for prevention of accidents to employees, and compensations for accidents incurred for which the employers are liable are paid by the association.

The assets of the association at the end of the year 1914 were \$735,062, of which \$693,714 constitute the reserve fund, and the remainder consists of real estate, bank balance, and working capital. The receipts for the year 1913 totaled \$224,045, derived from the membership dues, interest on reserve fund, rent from real estate, fines and penalties. The expenditures for the year 1913 reached \$223,507, including \$180,803 paid as compensations in cases of accidents. Other expenses were for conducting investigations in cases of accidents, inspection of safety appliances in the mills, salaries of officials, office expenses, taxes.

The association, with its headquarters at Muenchen-Gladbach, had, during 1914, a membership of 2,850 concerns, as against 2,954 in 1913, which engaged 144,659 employees, as against 157,888 in 1913. The Duesseldorf section had a membership of 121 concerns with 10,653 employees; Muenchen-Gladbach, 342 with 32,829; Elberfeld, 227 with 10,024; Barmen, 1,499 with 25,992; Lennep, 109 with 11,910; Aix la Chapelle, 293 with 22,797; Muenster, 259 concerns with 30,454 employees. During the year 1914 there were paid in wages \$31,196,162, as against \$36,207,476 the previous year. The average wage per employee, including females and minors, was \$217.30 which is slightly less than the average for the last five years. As compensation for accidents to employees \$180,366 was paid in 1914; 2,221 accidents were reported, 13 of which resulted in death.

SWEDISH DETACHABLE MOTORS BECOMING POPULAR.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, Aug. 13.]

So popular has the Swedish-made outboard (detachable) motor become in this Kingdom and so high a place has it won for itself in the esteem of local users that manufacturers no longer fear foreign competition. The prices of the motors of 2 and 2½ horsepower range between \$94 and \$107.

In spite of the bad times the demand is great. It is not at all unusual for a firm to have a thousand motors in stock, and no one seems afraid that the price will drop because of an overproduction. The Swedish motors have been tried in foreign countries, and it is expected here that they will become a popular article for export.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1620 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

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SWEDISH INVENTORY OF GRAIN.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, Aug. 27.]

The Government of Sweden has decided to make an inventory of all the grain in the country, and the farmers are directed to hand in lists of their supplies of grain on hand before September 15. The Bureau of Statistics announces that the inventory will be completed by September 25 next.

CONSULAR TRADE CONFERENCES.

Consul Samuel C. Reat, of Calgary, Canada, will be in the United States on leave of absence until about October 10, 1915. He will be glad to confer with business men concerning trade in the Canadian Northwest; he also has a fund of information concerning Formosa, where he was formerly stationed. Consul Reat will be in Chicago until September 29 at Medina Temple, care P. K. Wilson & Co., and may be addressed October 1-4, care Col. T. J. Keenan, Pittsburgh, Pa.; October 1-8, care Consolidated Stock Exchange, New York.

COTTON FREIGHT RATES TO JAPAN.

[Extract from Japan Times of Aug. 24, by Consul General George H. Seidmore, Yokohama.]

It is learned that the Government has granted, under date of August 21, leave to raise freight rates on American cotton from 40 cents per picul (30 cents per 100 pounds) to 50 cents per picul (37½ cents per 100 pounds) to the three mail steamship companies running trans-Pacific services. Perhaps the reported retirement of the Pacific Mail liners from the line has induced the authorities to hurry up the decision on this question of such importance to spinning circles.

GOVERNMENT OF PORTUGAL TAKES OVER WHEAT CROP.

[Consul General W. L. Lowrie, Lisbon, Sept. 10.]

In order to regulate the supply and price of bread, the Government of Portugal has taken over the entire wheat crop of the country and has authorized the importation of 7,348,667 bushels of foreign wheat (see **COMMERCE REPORTS** for August 4, 1915) through the War Department. All flour mills in the country are required to furnish to the public and bakers three types of flour at prices not exceeding 16, 9.6, and 8.3 centavos (70 centavos equals \$1 at present exchange) per kilo (2.2 pounds). The exportation of wheat is forbidden and all supplies of the cereal on hand must be reported to the Government under penalty of confiscation or fine for failure to do so. Foreign wheat imported by the Government must be accepted and paid for by the mills at the price of 8.7 centavos c. i. f. Lisbon, Oporto, or the capitals of the insular districts. In order to guarantee the supply of bread, the Government may increase these prices if necessary. In the event that a mill refuses to operate with foreign wheat at the fixed price, the Government may take it over to be managed by the *Manutenção Militar*.

Bakeries are required to furnish three types of bread at fixed prices, and the Government may order additional types if the necessity occurs.

In order to induce farmers to make additional efforts for a larger yield of wheat in the next harvest year, the Government is authorized to offer 20 premiums of \$400 each and 20 of \$100 each for the best production from 20 and 5 hectares (49.42 and 12.35 acres).

An appropriation is authorized of \$50,000 for the establishment of a School of Agriculture and for the purchase of the necessary equipment.

The Government is authorized to take action to prevent speculation in fertilizers, of which Portugal imports 100,000 tons annually (heretofore largely from Germany, France, and England).

BECOMES LARGEST PRIVATE SHIPOWNING COMPANY.

[American Commercial Attaché A. H. Baldwin, London, Sept. 2.]

The Liverpool Journal of Commerce announces that an important shipping deal has been completed between the two firms of British shipowners, Messrs. Alfred Holt & Co. and Messrs. T. B. Royden & Co. Holt & Co. have acquired from Royden & Co. their fleet of India liners, seven in number, which run between New York and the Far East, and the transaction is of vast importance in further strengthening British shipping interests in the Far East.

The names and tonnage of the vessels are: *Indra*, 5,713 tons; *Indradeo*, 5,359 tons; *Indraghiri*, 5,723 tons; *Indrakuala*, 5,691 tons; *Indrasamha*, 5,197 tons; *Indrawadi*, 5,194 tons; and *Inverclyde*, 4,395 tons.

Holt & Co. now become probably the largest private shipowning company in the world, having about 80 ships, ranging from 4,000 to over 14,000 tons, most of which are engaged in the Far Eastern trade.

HARVESTING OF GRAPES IN CHAMPAGNE DISTRICT.

[Consul William Bardel, Epernay, France, Sept. 9.]

The harvesting of grapes in the Champagne district is about to commence, 10 days or 2 weeks earlier than in normal seasons. The advance in the development of the vines, brought about by fine weather in the later part of spring and the early part of summer, has been maintained. Unfortunately, however, adverse climatic conditions, such as showers accompanied by hail, have lately brought with them mildew and phylloxera, and these, together with the extraordinary development of the cochylis, which has recently commenced its attacks in all vineyards, have greatly diminished the prospects for the abundant crop of grapes predicted in a report from this consulate published in *COMMERCE REPORTS* for July 7. There were at that time reasonable prospects for a harvest of at least 600,000 hectoliters (15,850,230 gallons) of wine; it is now estimated that it will not exceed 350,000 hectoliters (9,245,968 gallons).

As to quality, little can be prophesied at this moment, but the general expectation is that this year will furnish a remarkably good wine. The wine growers, not being able to deliver the greater part of their last year's wine to the manufacturers, have much of last year's product still in the barrels. Since it will be absolutely necessary to add this year's wine to that of last year under the same conditions, a great scarcity of tonnage had to be overcome. By drawing against the stock of these receptacles in the possession of wine growers in the south of France, it is now expected that this difficulty is settled. The wines of 1914 and 1915 are believed to be very fine, but it will probably be a long time before they can be started on their way to become champagne by being placed in bottles.

NEW WORK ON SOUTH AMERICAN FINANCIAL AFFAIRS.

A new publication has just been issued by the Bureau of Foreign and Domestic Commerce, Department of Commerce, which should be of a high degree of interest to all who are giving attention to the problem of the extension of our trade abroad. It is entitled "Financial Developments in South American Countries," and reviews, in about 40 pages of a very clear and forceful style, the situation as regards the currency, the money market, the principal banks, and the general condition of business in Argentina, Bolivia, Brazil, Chile, Peru, and Uruguay during the last two or three years.

Especial emphasis is placed on the results of the European war and the measures taken by the various governments, financial institutions, and commercial communities to meet the situation thus created.

The author of this publication is Mr. William H. Lough, vice president of the Alexander Hamilton Institute, who has recently made a trip through the countries treated. Bankers, manufacturers, and exporters who wish to obtain definite and up-to-date information with regard to the present state of affairs in South America as to credit extension, government finances, currency conversion, emergency measures, and prospective changes and reforms should by all means acquaint themselves with the contents of this book. It is to be had from the Superintendent of Documents, Government Printing Office, Washington, D. C., for the price of 5 cents.

BRADFORD SHIPMENTS TO THE UNITED STATES.

[Consul Augustus E. Ingram, Bradford, England, Sept. 9.]

Declared exports to the United States through the Bradford consular district during August, 1915, amounted to \$1,470,049, compared with \$2,265,980 in August, 1914. Raw wool amounted to \$261,600, the bulk being carpet wools, the embargo on cross-bred wool still being in full force [although a concession was noted in *COMMERCE REPORTS* for Sept. 21]; in August last year wool shipments totaled \$626,129.

Mohair was shipped in larger quantities than at any time since the outbreak of the war, the total being \$304,255; it is therefore evident that the relative cheapness of this raw material, together with the difficulty of getting wool, is causing it to be used in the United States so far as possible as a substitute. This is also shown by the fact that for the last three months shipments of mohair tops have been made in fairly large quantities, which is a comparatively new item. (In this connection it is of interest to note that an auction sale of mohair was, in London on September 8, the first auction of mohair which has taken place in this country since July, 1908. It is reported, however, that "the abstention of buyers from Bradford, the chief center of the mohair industry, rendered the auction lifeless.") Wool noils and waste were also largely shipped to the United States from this district last month, but no wool tops were sent owing to the embargo, and wool yarns showed for the same reason a big falling off as compared with last year.

Worsted cloths, woolens, and wool dress goods also showed a considerable decrease not only as compared with last year but also with recent months. The American demand is far below normal, with an unwillingness to pay the high Bradford prices for wool goods. Shipments of cotton cloths, largely of linings, also show a decline as compared with last year, though prices have not advanced as for wool fabrics. Spun silk yarns continue to be shipped in fairly large quantities, the total for August being \$77,176.

NEW GOLD FIELD IN NORTHERN ONTARIO.

[Consul Henry P. Starrett, Fort William, Canada, Sept. 9.]

Reports reached here yesterday of an important gold strike on the Kow Kash River, a few miles north of Nipigon, district of Thunder Bay, Ontario. The mining recorder of this district states that this discovery is the most important development in gold prospecting ever reported in this section. Twenty-two claims along the river have already been located and recorded, and it is stated that more than 500 prospectors are now on their way to the new field.

No assay of the mineral has as yet been made, but a mining expert (Mr. Norman C. Pearce, of the Sunday World of Toronto) who has just returned from the region reports that the quartz is very rich in gold. He further states:

The country is Keewatin rock and the claims are being staked on belts of porphyry, chloritic schist, and diabase. There are intrusives of basalt occurring in something the same way as in the Munroe Township (Ontario), where the richest gold in Canada has been taken out during the last two months. The veins are quartz and schist, the ore in some of them being similar to that in the higher levels of the Hollinger mine.

PROMOTES UNIFORMITY IN STATISTICS OF CITIES.

The possibilities of cooperation between the National Government and the cities of the country in producing statistics of value to both are illustrated in the annual report of the comptroller of Baltimore for 1914, just issued.

The United States Bureau of the Census has established uniform municipal-expenditure classifications in publishing its statistics of cities, and these classifications have been adopted by the Baltimore comptroller in making his report for the year. The Maryland city is in this respect coincided with the same course that has been adopted by Knoxville, Tenn., in its financial reports, and in following the lead of the United States Government such cities are laying the foundation for a uniform accounting system which promises exceptional opportunities to make the work of the municipal departments contribute to the growing store of facts relating to cities gathered by the United States Government.

It is pointed out by the Bureau of the Census that if all the cities adopted the uniform classifications the combined results would constitute a census of the country in this class of statistics, produced simply by combining the official annual reports of all the cities. This would mean prompt, frequent, and economical gathering of such facts.

The Baltimore report states, in explanation of the work done, that its summary of the budgetary statement of the finances of all departments of the city for 1914 is "classified under the 10 various functions of city government in accordance with the uniform municipal-expenditure classifications of the United States Bureau of the Census, as published in 'Statistics of Cities.'"

UNSIGNED LETTERS DETRIMENTAL TO TRADE.

[Consul General L. J. Keena, Valparaiso, Chile, July 22.]

Unsigned business letters from American firms which have been received here are criticized by the Chilean recipients, and their criticisms have been confirmed by the increasing proportion of letters coming to this consulate general without signatures.

The comments that have been heard apply to three classes—letters asking for information, letters of acknowledgment, and those making business offers. It is unlikely that a letter of the third class, unsigned, would inspire much confidence here, as the conclusion would naturally be drawn that it had received purely perfunctory attention on the part of the writer, or had been written by some one who had no authority to sign it.

An unsigned offer of sale creates an impression similar to that which was produced several years ago, when numerous letters were sent out by business houses in the United States conspicuously stamped: "Dictated, but not reread."

Similar complaint regarding the sending of trade letters from the United States without signatures was received from the consulate at Hankow, China, in a communication published in **COMMERCE REPORTS** for June 11, 1915. It was then stated that the practice was invariably construed by foreign merchants as a sign that the American houses involved lacked any real interest in the possible sale of their goods abroad.

SOME COAL-MINE PROFITS: SOUTH WALES FIELD.

[Consul Lorin A. Lathrop, Cardiff, Wales, Aug. 26.]

Certain collieries have held statutory annual meetings, and have issued reports of financial results for the business year July 1, 1914, to June 30, 1915.

Insoles, Limited.

Ordinary shares, \$876,000; preference shares, \$292,000; bonded debt, \$182,500; total stocks and bonds, \$1,350,500.

Average annual coal production, 800,000 tons of 2,240 pounds; for the year July, 1914-June, 1915, 545,000 tons. The falling off is attributed to cessation of business at the opening of war and subsequent shortage of labor through enlistment. Net profit, 1914-15, \$158,500. Dividend on ordinary shares, 10 per cent. Profits in four previous years: 1911, \$142,000; dividend, 10 per cent; 1912, \$108,000; dividend, 10 per cent; 1913, \$264,500; dividend, 20 per cent; 1914, \$125,000; dividend, 6 per cent. The profit per ton raised last year appears to have been \$0.29; the year before, about \$0.15.

The Ferahill Collieries, Limited.

This company has issued 5 per cent bonds to the value of \$730,000; 7 per cent preference shares, \$486,500; common stock, \$486,500. Its average production is between 600,000 and 700,000 tons per annum. Its profit for the year July, 1914-June, 1915, was \$191,000, and the dividend paid was at the rate of 16 per cent, the same as in 1911, 1912, and 1913; but the dividend for the year 1913-14 was at the rate of 10 per cent. The reduction for that year is stated by the chairman to have been made from caution, in view of possible financial stringency rather than from inability to maintain the average.

The output for the year 1914-15 fell to 550,000 tons, owing to labor shortage through the enlistment of 30 per cent of employees. The profit of \$191,000 for last year compares with \$156,000 for the year before, and this increased profit of \$35,000 was earned on an output reduced by 118,000 tons. The profit per ton raised in 1913-14 appears to have been \$0.23; in 1914-15, \$0.34.

The Windsor Steam Coal Company, Limited.

Stock and bonded debt, \$1,900,000. Average annual output, 500,000 tons; last year, 420,000 tons. Net profit, \$208,000.

This company has paid no dividends in its history, but has expended large sums on development work. It has paid off this year final arrears of preference dividends, and can henceforth apply profits to dividends on common stock. It has lost 36 per cent of its employees through enlistment, but the output has not been correspondingly reduced. Results show a profit of 50 cents per ton produced.

The Main Colliery Company, Limited.

The capital of the company is represented by 5,000 cumulative and participating preference shares of \$48.66 each, \$243,300; 10,000 \$48.66 ordinary shares, \$486,600; 10,000 \$48.66 ordinary shares (\$38.93 paid), \$389,300; total, \$1,119,200.

The profit for the year July, 1914-June, 1915, amounted to \$105,500, \$41,360 being placed to reserves for developments and renewals, \$17,030 to steamship insurance and depreciation reserve, and \$24,330 to depreciation of property, leaving a net profit of \$22,780.

This sum was carried forward and the dividend on the ordinary shares was passed. The company has paid 6 per cent on these for some years past.

SHIPPING LINES OUT OF PUGET SOUND.

[Commercial Agent W. B. Henderson, Seattle, Wash., Sept. 11.]

In addition to the five regular lines operating out of Puget Sound to the Orient, three to European countries, via Panama Canal, and two to Australia, Puget Sound frequently adds new lines which give the ports of this coast much better shipping facilities. The "tramp charters" operating out of Puget Sound in the oriental, European, and Atlantic-Pacific trade seem to be on the increase, and despite the tremendous advance in charter rates since the outbreak of the war the fleet under contract to carry grain from Puget Sound and Columbia River points the present season shows little or no loss in net tonnage as compared with the fleet under charter last year at this time.

The fleet already under charter this season numbers 46 vessels, most of which are sailing vessels, with an aggregate tonnage of 101,677. Last year at this time it was 104,171 in tonnage, and in 1913, 62,731. All but three of the ships chartered to date will carry grain from Puget Sound and Columbia River points to the United Kingdom. Two vessels will load for Australia and one for South Africa.

Notwithstanding this fleet is nearly the same in number and tonnage as last year, the rates are more than double—as, for instance, last year the charters accepted rates from this coast to the United Kingdom on grain at 28 to 30 shillings (\$6.81 to \$7.30). This year the lowest rate is 67 shillings 6 pence (\$16.41), and but two ships were secured at that figure. Twenty-six vessels of the present fleet have been chartered at 80 shillings (\$19.46) and some few as high as 90 shillings (\$21.90). In one instance rates were 97 shillings 6 pence (\$23.72), with an option of 100 shillings (\$24.33) to France.

There are likewise better shipping facilities in store for the west coast of South America if all plans succeed. The Norwegian freighter *Sinoloa*, which is to engage in the Seattle-West Coast South American trade, arrived in this port from Anchorage, Cook Inlet, this week. It is owned by a San Francisco firm which announces that the ship will operate regularly in the South American trade out of Seattle in connection with its companion vessel *Baja California*.

Two prominent Portland transportation men (names on file here) were in this office this week and announced that they have a company in the formative state which will put a large fleet in operation between Puget Sound, Columbia River, and the west coast of South America to handle lumber of the Pacific Northwest.

In addition to the above improvements and prospective improvements in the shipping facilities to all the ports of this section, the *Edison Light*, of the C. H. Sprague & Son's Line from Boston to Seattle, which was announced in COMMERCE REPORTS some weeks ago, reached this port a few days since. There are now two vessels operating in this new Atlantic-Pacific line, to which, as announced by the agent for the company, as soon as business justifies it new steamers will be added.

FAR EASTERN FLOUR SITUATION.

[Consul General George E. Anderson, Hongkong, Aug. 10.]

What the current year is to mean for American millers interested in the Far Eastern trade is problematical. While lower prices in the United States have made a little business possible in the past few weeks, the new crop situation on the whole is not such as to promise much trade in this direction, and the buying power of Chinese consumers in South China is at low ebb because of general trade conditions. The imports of flour into Hongkong for the first half of the current fiscal year amounted to 1,204,166 bags, as compared with 2,543,815 bags in the first half of last year, of which 327,605 bags were Canadian. Of the imports this year 1,152,260 bags were from the United States and 51,906 bags were from Canada. The general trade situation, of course, affected Canadian shipments materially, but the chief cause of the falling off in shipments of the Canadian product seems to be in the fact that the special transportation facilities which made the import of a largely increased proportion of the Hongkong supply last year from Canada possible are not now available. Stocks on hand at the end of the half year in Hongkong amounted to 550,000 bags, as compared with 800,000 bags at the same time last year.

Australia has been practically out of the market in south Asia for some time. Shipments of flour from Australia have been to Great Britain only, and the supply of grain in Australia has been so short that certain shipments of grain were imported to meet contracts.

With Australia out of the market American flour has been going into the Straits Settlements and Malay States, Siam, Java, Sumatra, and the East Indies generally much more freely than usual and the indications are that there will be considerable trade for American flour in that part of the world this year. This trade at present is handled almost exclusively through Hongkong. The flour is shipped here for transshipment and the sales are financed through Hongkong. The machinery of the trade is here, while on the other hand American exporters are not so closely in touch with Singapore, Batavia, and other importers and find it advantageous to deal through Hongkong because of that fact.

The freight situation has, of course, interfered with all this trade materially not only in the high freight rates out which have increased the price here and thus reduced consumption but also in the coast rates which have increased the cost to coast consumers. There also has been the difficulty of securing space for cargo, delaying shipments and increasing warehouse charges.

Shipments of Chinese flour from Shanghai have been cutting into the trade in this field not only in the coast ports but even in shipments to the south. The Chinese flour is of no better quality than it has been in previous years but it comes cheaper than the imported flour and cheapness controls where the article offered at the lower rate can be made to satisfy the needs of Chinese consumers.

Present indications are that initial buying of the new crop in the United States for this market will be far below the usual volume. Business is likely to be on a hand-to-mouth basis for some time unless there is a marked drop in American prices. Dealers in Hongkong have not had a good half year, most of them buying considerable

quantities of flour at high prices and selling on the decline. They will take new business only on a restricted scale at best so long as present conditions continue.

SHORTAGE OF PHOTOGRAPHIC SUPPLIES AT NOTTINGHAM.

[Consul C. M. Hitch and Vice Consul Leroy Weber, Nottingham, England, Aug. 6.]

This market offers at present a good opportunity for the sale of all kinds of photographic supplies, chemicals, and sundries. In the past local dealers obtained a large proportion of this class of goods from Continental nations, which are now, because of the war, unable to sell in this market.

This is particularly the case with raw paper, used as a basis for photographic purposes, and also cardboard used for mounting purposes. There is a marked shortage of these articles, the greater part of the supply previously used in this market having been of French and German manufacture. Prices have risen from 15 per cent up, with no guaranty of delivery.

Glass plates, which in the past were furnished to this market principally by Belgian manufacturers, have increased in price fully 25 per cent. These plates ($6\frac{1}{2}$ by $4\frac{1}{2}$) are at present being returned to some of the English manufacturers after they have been used. They are then put through a recoating process and sold again to the trade.

Flash-light Powder—Difficulty in Securing Chemicals.

Flash-light powder is not much used here during the spring and summer months, and for this reason local dealers have not felt the shortage of this article to any great extent. Since practically all of this powder has ordinarily been obtained from Germany, however, it is expected that when the demand increases during the autumn and winter months the price will rise accordingly.

The British Government has found it desirable to utilize for military purposes the bulk of the chemicals used in this country, and dealers in photographic supplies have experienced great difficulty in securing necessary chemicals. This is especially the case with hyposulphite of soda, which has risen from 2 to 10 cents per pound since the outbreak of the war. Where dealers in the past bought by the cask they are now obliged to content themselves with a few pounds at a time.

The method of packing employed by American manufacturers is considered satisfactory to local purchasers. The terms of sale vary according to purchaser and amount of purchase.

[Names of the principal dealers in photographic supplies, chemicals, sundries, etc., in Nottingham may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65218.]

SALE OF CANADIAN WOOL.

[Consul Samuel C. Rent, Calgary, Alberta, Sept. 9.]

In a report from this consulate in **COMMERCE REPORTS** for August 17, 1915, concerning a sale of wool conducted by the Alberta Sheep Breeders' Association, the average price of 95,490 pounds of wool purchased by a Boston firm was stated as 22.77 cents per pound instead of 27.77 cents.

VALUE OF ALASKA FISHERIES YIELD AT HIGHEST MARK.

The report of the Bureau of Fisheries dealing with Alaska fisheries and fur industries in 1914 shows that while the total investment in the industry in that Territory decreased \$8,673 in 1914 from the amount shown the preceding year, and while the number of persons engaged was 21,200, compared with 21,721 in 1913, the total value of the products in 1914 was \$21,242,975, as against \$15,739,068 in 1913, an increase in 1914 of \$5,503,907 to the highest point ever reached. The pronounced increase in value of products, the bureau says, was due to the large pack of red salmon and the high price commanded by all species of canned salmon. The investment for 1914 was \$37,038,632.

"One of the best methods of meeting a threatened decrease in the supply of salmon or other fishes," says the bureau, "is by closing streams or waters to commercial fishing, so that the natural spawning grounds will not be disturbed or encroached upon by fishermen. This means of conserving the rich fishery resources of Alaska has been adopted with success in a number of instances and is looked upon with favor by the fishing interests most vitally concerned, as limitations along this line are recognized as being essential at times to safeguard the industry."

Waters mentioned as closed to commercial fishing in 1914 by order of the Secretary of Commerce, in pursuance of this policy, are Wood and Nushagak Rivers, in western Alaska; in central Alaska, all streams flowing into Cook Inlet, Eyak Lake, and a limitation on fishing in Eyak River; and in southeast Alaska, Anan Creek and Naha Stream. In addition, fishing limitations by authority of Executive order of the President apply to waters of Afognac Reservation, Aleutian Islands Reservation, and Yes Bay and Stream.

The work of the Bureau of Fisheries in Alaska is in three branches—the enforcement of the law and regulations for the protection of the fisheries proper and the operation of hatcheries, the administration of the fur-seal fisheries, and the minor fur-bearing animal service.

A comprehensive review of the entire Alaska field, with figures and comparisons and results of the work done, is given in this 90-page publication, copies of which may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., at 15 cents per copy.

ARGENTINA TO BUILD GRAIN ELEVATORS.

The President and Minister of Agriculture of Argentina, after considering proposals from syndicates in foreign countries for the establishment of grain elevators in the agricultural zone of the country, have decided to formulate a law providing for the construction of such elevators, and to call for bids, both in Argentina and in foreign countries. United States Consul General W. Henry Robertson, at Buenos Aires, transmits a copy of *La Prensa*, dated August 9, in which the attitude of the Argentine officials is set forth. The projected installation of an extensive system of elevators in Argentina, with terminal stations at Buenos Aires, Rosario, and Bahia Blanca, was the subject of an article published in *COMMERCE REPORTS* for August 24, 1915.

SHORT RICE CROP IN STATE OF SAO PAULO.

[Consul Maddin Summers, São Paulo, Brazil, Aug. 18.]

As rice and beans are the most common articles of food in the São Paulo section of Brazil and might be called the national dishes, the crops of both have received special attention from the agricultural authorities. The present rice crop in the State of São Paulo, however, appears to be very short, and there is a possibility that large quantities will have to be imported from abroad.

In reply to a recent circular letter from the State Director of Industry and Commerce, asking for information in regard to the rice market, two large importing firms of São Paulo informed the director that the production of rice in the State of São Paulo during the present year would not suffice for the local consumption, and that large quantities would have to be purchased either from the other Brazilian States or from abroad. The short crop is due to continued droughts.

Sao Paulo's Record of Rice Production.

The production of the State of São Paulo during the past four years, in sacks of 128 pounds, was: 1911, 1,049,827 sacks; 1912, 1,742,130 sacks; 1913, 1,390,733 sacks; 1914, 1,500,000 sacks.

The municipalities producing rice, in order of their importance, are: Iguape, Monte Alto, Taubate, Barretos, Guaratingueta, Franca, Igarapava, and Pindamonhangaba.

During the four-year period the imports from abroad and their value were: 1911, 1,235 tons net, valued at \$73,553; 1912, 168 tons, \$14,618; 1913, 32 tons, \$3,820; and 1914, 457 tons, \$34,216. These imports came, respectively, from India, Italy, and Japan, large quantities being transhipped from Hamburg.

Imports from other States of the Federal Union in these years, and their values, were: 1911, 886 tons net, valued at \$124,592; 1912, 377 tons, \$52,950; 1913, 5,019 tons, \$784,202; and 1914, 3,000 tons, \$427,920. The larger part of these importations came by coasting vessels from Rio Grande do Sul and Santa Catharina, both of which have developed during the past few years into large rice-growing sections.

Average Prices for Last Year and Present Prices.

The average prices of rice during 1914, for sacks of 128 pounds, in the local market were: No. 1 Agulha (needle) clean, \$7 to \$9; No. 2, \$6.50 to \$8; No. 3, \$6 to \$7; Nos. 1, 2, and 3 Cattete, same as Agulha.

The present prices are: No. 1 Agulha (needle) clean, \$8 to \$9; No. 2, \$7 to \$7.50; No. 3, \$6.50 to \$7; Nos. 1, 2, and 3 Cattete, same as Agulha, possibly a little less.

These quotations are in large quantities. It is doubted if the prices would stand if purchasing were heavy, the tendency being to advance. A rise of 33 per cent is predicted within a short time.

It is learned through inquiries in São Paulo that the stock of rice on hand is extremely low, but, taking the recent rice quotations and comparing them with prices here, it appears that, after paying freight, duty, commission, railway charges from Santos to São Paulo, and other charges, the profits that might now be made on rice exported here from the United States would be small, compared with those on shipments from other countries.

CHILE'S FOREIGN TRADE FOR HALF YEAR.

[Consul General L. J. Keena, Valparaiso, Aug. 23.]

The Central Bureau of Statistics has just published a résumé of the Chilean export and import trade for the first six months of 1915, compared with the corresponding period in 1914. The figures for imports in United States currency are:

Articles.	1914	1915	Articles.	1914	1915
Animal products.....	\$3,668,082	\$1,656,447	Chemicals, perfumeries, etc	\$1,494,591	\$665,528
Vegetable products.....	7,229,383	5,242,679	Machinery, tools, etc.....	5,378,954	2,713,570
Mineral products.....	9,879,126	2,585,132	Arms.....	1,053,882	694,112
Textiles.....	12,035,613	5,181,742	All other articles.....	493,359	573,260
Oils, coal, etc.....	9,770,449	2,746,728	Total.....	53,467,543	23,270,655
Wines and liquors.....	945,773	349,881			
Paper, etc.....	1,518,331	861,567			

Comparing the values for the six-months' periods of the two years, a difference of \$30,196,888 in favor of 1914 is shown.

In a comparison between the exports for the first six months of 1915 and those for the first half of the preceding year there is a difference in favor of 1914 amounting to \$20,022,604. The figures for the various classes of goods, in United States currency, are:

Classes of articles.	1914	1915	Classes of articles.	1914	1915
Animal products.....	\$5,512,217	\$6,955,846	All other articles.....	\$56,687	\$58,499
Vegetable products.....	3,802,657	4,111,154	Total.....	67,730,877	47,708,273
Mineral products.....	58,323,824	36,535,476			
Wines and liquors.....	35,492	47,298			

BRUNSWICK'S SHOE AND LEATHER MARKET.

[Consul Talbot J. Albert, Brunswick, Germany, Aug. 25.]

The prices of shoes and leather have greatly advanced in Germany on account of the war. It is recommended in west Germany that French wooden shoes be worn and in middle Germany wooden slippers. In the summer months a return to the old custom of bare feet is suggested. The school authorities should be instructed that the use of wooden shoes and slippers by the pupils not only be permitted, but urged. Attention is called also to the statement that nailed shoes last three or four times longer than those without nails.

A fair is held in Brunswick in August and February each year. This custom is several centuries old and before the era of railroads it was a great event, there being exhibits from Russia, Italy, and nearly all European countries. The fair then lasted three or four weeks. In recent years it continues only five or six days and foreign exhibits are rare. The leather exhibit, however, remains an important feature. The following were the prices per pound of leather at the fair just closed:

Sole leather, oak tanned...	\$1.55-\$1.73	Brown kipse	\$1.90-\$2.38
Sole leather, natural (zahmsohlleder)	1.55- 1.67	Black kipse	1.90- 2.38
Sole leather croupons.....	1.90- 2.03	Greasy (fettgäre) leather..	1.31- 1.37
Vache (boot) croupons.....	1.90- 2.02	White (weissgäre) leather..	1.13- 1.25
Vache in halves.....	1.55- 1.76	Strap-leather croupons.....	1.55- 1.67
Pale leather (fahlleder)...	2.02- 2.14	Black harness leather....	1.55- 1.90
Brown calf leather.....	2.38- 2.95	Brown harness leather....	2.02

SWEDISH FOOD-PRODUCTS TRADE DURING THE HALF YEAR.

[Chargé d'Affaires Jefferson Caffery, American Legation, Stockholm, Aug. 5.]

The following table shows, by quantities, the Swedish imports and exports of food products during the first half years of 1915 and 1914 (kilo=2.2046 pounds; liter=0.26417 gallon):

Articles.	1914	1915	Articles.	1914	1915
IMPORTS.			EXPORTS.		
Horses.....number..	979	726	Live stock:		
Cattle.....do.....	763	23	Sheep.....number..	779	257
Fish:			Horses.....do.....	3,148	7,456
Spiced, etc.....kilos..	854,937	831,909	Cattle (all kinds),		
Fresh herring.....do...	3,076,902	1,976,785	number.....	18,873	23,093
Other fresh fish.....do...	2,184,441	1,782,821	Pigs.....number..	20,083	3,544
Salted or canned her-			Fish:		
ring.....kilos..	10,993,797	16,598,375	Fresh herring.....kilos..	23,092,921	22,096,619
Other salted			Other, fresh.....do....	2,625,176	2,714,124
fish.....kilos..	1,282,179	1,016,619	Herring, salted or		
Dried or smoked			canned.....kilos..	1,981,268	11,699,915
fish.....kilos..	42,542	101,342	Other, salted or		
Pork, all kinds.....do...	1,443,916	827,780	canned.....kilos..	69,800	335,293
Lard.....do.....	356,870	777,085	Dry or smoked, all		
Meat.....do.....	1,008,342	372,718	kinds.....kilos..	1,614	1,014
Cheese.....do.....	223,370	119,736	Pork, all kinds.....do...	6,379,158	10,617,379
Butter.....do.....	64,906	447	Cream.....liters..	3,258,956	436,551
Margarine.....do.....	311,210	404,105	Fish and shellfish, canned,		
Eggs.....number..	21,746,155	26,160,017	kilos.....	166,011	156,372
Oats.....kilos.....	39,634,222	20,070,303	Crayfish and lobsters,		
Bran.....do.....	20,778,234	20,420,498	number.....	40,997	101,986
Barley.....do.....	971	4,337,728	Meat:		
Corn.....do.....	17,600,524	129,339,820	Fresh beef.....kilos..	2,243,913	5,199,009
Malt.....do.....	242,643	2,492,348	Other.....do.....	705,717	1,982,073
Rye.....do.....	40,385,417	34,080,993	Milk.....liters.....	830,928	2,250,814
Rye flour.....do.....	5,571,612	1,960,747	Butter.....kilos.....	10,839,813	7,842,236
Wheat.....do.....	83,608,999	100,961,850	Margarine.....do.....	2,341	12,006
Wheat groats.....do....	492,180	262,744	Malted milk.....do....	219,930	99,190
Wheat flour.....do.....	5,538,996	15,265,856	Eggs.....number..	26,979,866	52,184,514
Vetches, soya beans,			Oats.....kilos.....	32,079,505	1,210
etc.....kilos..	3,631,884	315,593	Oatmeal.....do.....	2,348,554	50
Peas.....do.....	1,789,301	731,806	Bran.....do.....	9,968,839	.....
Oil cakes.....do.....	67,992,730	82,171,298	Barley.....do.....	864,532	.....
Other feed.....do.....	12,230,727	18,578,600	Rye flour.....do.....	1,262	200
			Wheat flour.....do....	391,206	200

MUNICIPAL SALES OF MEAT IN BRESLAU.

[Consul Harry G. Seitzer, Breslau, Germany, Aug. 30.]

On August 10 the first semiweekly sale of smoked pork to the civil population of Breslau was opened in the market hall on Ritterplatz. One ton of this meat was sold in quantities not exceeding 10 pounds to each customer and at a uniform price of 1.50 marks (\$0.357) per pound. This is 25 per cent below regular market price. The sales will be conducted every Tuesday and Friday until the present supply of 20 tons is exhausted. Each customer must secure a ticket of admission on the preceding days. Entrance to the market is restricted to one door, and not more than 10 persons are admitted at once. The meat was reported to be in excellent condition and the purchasers were well satisfied. This meat comes from the municipal slaughterings of hogs.

Encouraged by the success of this municipal venture, the city of Breslau will now slaughter 1,500 steers and preserve the meat in the municipal cold-storage plants. The first killing of 49 steers in the municipal slaughterhouses occurred last week, and will continue until the total number have been dressed. This meat will also be sold in limited quantities and at fixed prices. The city does not expect to profit financially by this transaction, but will fix prices so as to include only the actual cost and the cost of handling and sale.

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau and its branch offices.]

- Machinery for compressing tooth powder**, No. 18453.—An American consular officer reports that a dentist in Brazil desires to receive catalogues and prices of machinery for compressing tooth powder into tablets, and, if possible, stamp letters on the tablet.
- Textiles, etc.**, No. 18454.—A commission merchant operating in Argentina is interested in establishing agency connections with American manufacturers of woolen goods; cotton goods; cotton and woolen mixtures; underwear; hosiery; handkerchiefs; silks; and mercerized silk mixtures. He is now in the United States. His address may be obtained from the bureau or its branch offices.
- Glass, hardware, etc.**, No. 18455.—A commercial agent of the bureau reports that a representative of a South American firm, now in this country, desires to become an agent for American manufacturers of window glass, plate glass, sponges, steel shavings, builder's hardware, and construction materials. He formerly acted as a manufacturers' agent.
- Chemical products and drugs**, No. 18456.—A wholesale house in Italy informs an American consular officer that it desires to establish commercial relations with firms in the United States dealing in caustic soda, drugs, gums, barks, and herbs for medicinal purposes. Correspondence must be in Italian or French and quotations c. i. f. Italian ports. References given and required.
- Underwear**, No. 18457.—A commercial agent of the Bureau reports that a representative of a firm in Australia is anxious to be placed in communication with American manufacturers of fleecy underwear for women.
- Wool grease**, No. 18458.—The Bureau is informed that a firm in this country has an inquiry from Sweden for the purchase of large quantities of wool grease, especially common brown grease of cheap grade. References furnished.
- Dress clasps**, No. 18459.—A report from an American consular officer in Brazil states that a business man in his district can place an initial order for 500,000 gross dress clasps. It is requested that American manufacturers furnish prices and samples of dress clasps, similar to the sample which may be examined at the Bureau or its branch offices. (Refer to File No. 66183.) Payment to be made in any manner agreeable to manufacturers. References given.
- Window glass**, No. 18460.—An American consular officer in Spain reports that a business man in his district wishes to secure an agency for window glass. He desires to act on a commission basis. It is stated that excellent references can be supplied. Correspondence may be in Spanish or French.
- Crockery**, No. 18461.—The Bureau is in receipt of a letter stating that there is a demand in India for crockery. The demand appears to be urgent, and prompt attention should be given this opportunity.
- Ice-making machinery**, No. 18462.—A report from an American consular officer states that a firm of ice manufacturers in Spain desires to exchange their present machinery for more modern machines, having a total capacity of 100 tons per day, each compressor to have a daily output of from 5 to 20 tons. In stating terms it is necessary to give the weight of the machines in addition to other essential details of interest to the prospective importer. Correspondence should be in Spanish.
- Electric ovens**, No. 18463.—A commercial attaché informs the Bureau that a miller in Chile desires to purchase electric ovens capable of baking from 3,000 to 5,000 pounds of flour per day. It is requested that the operating charges be stated in replying to this opportunity. Instructions in Spanish would facilitate the transaction. Correspondence may be either in Spanish or English.

Machinery for paper boxes, No. 18464.—A report from an American consular officer in France states that a man desires to obtain catalogues, price lists, and detailed information relating to paper-box machinery. It is stated that the person interested will make a trip to this country, if necessary, although full information is desired first. Catalogues showing the type of machinery wanted and also samples of the boxes to be made may be examined at the Bureau or its branch offices. (Refer to File No. 63594.)

Wire, nails, iron pipe, etc., No. 18465.—The Bureau is in receipt of a letter stating that a firm in Cuba wishes to represent American manufacturers of commercial wire; fence wire; wire for bed springs; galvanized-iron sheets, both plain and corrugated; cut nails; wire nails; gas and water iron pipes; and hardware.

Kapok fiber, No. 18466.—An American consular officer in Canada reports that a firm is in the market for quantities of kapok fiber.

Stationery and office supplies, No. 18467.—A letter to the Bureau states that a firm in Sweden wishes to correspond with American manufacturers of pictorial post cards, stationery goods, and office supplies, such as paper blunders, stamp racks, drawing pens, clips, staple presses, tag machines, pencils, and cheap cash registers, etc.

Boots, shoes, hardware, etc., No. 18468.—A commercial agent of the Bureau states that a representative of a firm in Dutch Guiana is now in this country for the purpose of securing an agency for American manufacturers of boots, shoes, hardware, ironmongers' ware, and agricultural machinery.

Sulphurous acid, No. 18469.—The Bureau is in receipt of a report from a commercial attaché stating that a company in Chile is in the market for sulphurous acid. Definite information and quotations are desired in the first communication in order to avoid delay. Cable address is forwarded.

Fertilizer, No. 18470.—An American consular officer in Denmark reports that a business man desires to establish commercial relations with American manufacturers of fertilizers. Bank references given. Further information may be obtained from the bureau or its branch offices. (Refer to file No. 63820.)

Medical thermometers, razors, safety pins, etc., No. 18471.—A letter to the Bureau states that a business man in Denmark wishes to correspond with American manufacturers of medical thermometers in nickel holsters; shirt-studs; medical instruments; razors, safety and otherwise; and safety pins.

General representation, No. 18472.—The Bureau is in receipt of a letter from a firm in the United States stating that a man in Greece is desirous of representing American exporters. He does not specify any particular line.

Hosiery, underwear, etc., No. 18473.—A commercial attaché reports that a man in France desires to represent American manufacturers of hosiery, underwear, and gloves for women. It is stated that he is familiar with American business methods.

Tools and chemicals, No. 18474.—The Bureau is in receipt of a communication stating that a government official in the Dutch East Indies requests information in regard to dealers in tools and chemicals for zincograph etchings and engravings. Catalogues would be appreciated.

Lumber and timber, No. 18475.—The bureau is in receipt of a communication from a business man in Brazil stating that he desires to receive names and addresses of American importers of lumber and timber.

Barley, malt, etc., No. 18476.—An American consular officer in Switzerland transmits the name and address of a firm in his district which desires to purchase large quantities of unroasted barley and malt to be used as a mixture and substitute for coffee; also molasses. Samples of these products are desired.

Automatic slot machines, No. 18477.—An American consular officer in Brazil reports that an insurance company is being organized to sell short-term accident insurance policies by means of automatic slot machines in railway stations. The machines must stamp date of insurance and cancel revenue stamps on policies. About 300 such machines are desired. Full details as to size of coupons, construction, prices, etc., are desired at once. Catalogues should be sent.

PRODUCTION OF GRAIN IN PERSIA.

[Vice Consul Ralph H. Bader, Teheran, Aug. 18.]

The great arid wastes of Persia would lead one to believe that the country does not produce sufficient grain to supply the needs of its population. Such, however, is not the case, and considerable quantities of grain are exported each year.

The principal grains grown are wheat, barley, and rice. Corn is planted in small quantities, but is only used for roasting ears. Oats and rye are seldom sown. Except along the Caspian coast, Persian agriculture is dependent almost entirely on irrigation.

The agricultural implements used in Persia are of the most primitive kind. Plows are made from forks of small trees with the addition of a share of iron. It is doubtful, however, whether the yield of grain would be greatly increased by using modern plows, as there is no sod and this crude implement seems to stir the soil fairly well.

Wheat is grown throughout Persia and considerable quantities are exported. The amount exported from the interior would be greater if transportation charges were not so high. The following statistics show the exports of wheat to various countries during the year ended March 20, 1914: India, \$186; Oman, \$23,811; Russia, \$7,014; Turkey, \$127,384; United Kingdom, \$52,584; total, \$210,979.

Barley is grown in great quantities in Persia, and is the principal animal food. It is also used for making bread in the poorer districts. Exports during the year ended March 20, 1914, were as follows: India, \$8,924; Oman, \$15,644; Russia, \$24,132; Turkey, \$13,650; United Kingdom, \$7,726; total, \$70,086.

Rice is grown along the Caspian Sea, where there are immense plantations, and also around Urumia, and in some districts in southwest Persia. It is one of the principal articles of diet. Exports during the year ended March 20, 1914, were as follows: India, \$232; Oman, \$13,317; Russia, \$3,605,853; Turkey, \$9,023; United Kingdom, \$575; total, \$3,629,000.

TRADE EXTENSION IN THE LEVANT.

Mr. J. Wiley Browne, executive secretary of the American Chamber of Commerce for the Levant, who has spent some time in the eastern part of the United States discussing with American manufacturers and exporters the methods of marketing their products in the Levant, states that he has been very successful in interesting American business men in this proposition. He expects to be in Cleveland, Ohio, October 2, where he will spend about a week interviewing local manufacturers. He will also visit Detroit, Chicago, and Cincinnati, spending about a week in each city. References to the work of the American Chamber of Commerce for the Levant have appeared frequently in previous issues of **COMMERCE REPORTS**.

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INCREASED GERMAN PRICES OF TAILORS' SUPPLIES.

[Consul Harry G. Seltzer, Breslau, Aug. 30.]

During the past few months the prices of cloth, linings, and other tailors' supplies have increased to an extent never before experienced in Germany. These increases are not altogether chargeable to the wholesalers, who act as middlemen between the manufacturers and merchant tailors, but to the various prohibitions against the manufacture of cotton and woolen goods. According to the most recent military proclamation, the manufacture of these goods after August 14 is forbidden entirely, except for military purposes. This refers especially to manufactures from the 1914 stocks of raw materials. The entire 1915 German wool crop has already been attached for military purposes and may be used only upon permission from the War Ministry.

Two Methods Adopted.

The wholesale dealers have generally adopted the plan of increasing prices gradually upon one article after another, according to the demands, but a large number have also adopted an average increase for all articles required in certain relative proportions in the clothing industries. The former plan has the advantage of inducing tailors to adopt substitute materials and thus equalize supplies. The latter system of average increases on the usual materials, however, will prove more satisfactory to the public. On account of the great diversity in quality it has been impracticable for the authorities to establish maximum prices. It is equally difficult, because of the numerous substitutes, to secure any reliable estimate of the increased prices on clothing since the opening of the war, but such increases will probably not exceed 20 to 25 per cent on men's and 25 to 35 per cent on women's garments.

An adding-machine company of St. Louis states that through the efforts of the American consulate general at Ottawa, Canada, it was enabled to secure satisfactory connections in that district.

GERMAN PIG-IRON MARKET.

[Translation of official report from Breslauer Zeitung by Consul Harry G. Seitzer, Breslau, Aug. 26.]

The firm condition of the German pig-iron market has again been emphasized by the extremely rapid sales for the third quarter which were taken up by the pig-iron syndicate in the middle of June. The demands of the consumers far exceeded the supplies which could be allowed for public sale.

Production Statistics.

Although production has gradually increased during the past months, yet there were no greater quantities for public sale this time than at the end of the second quarter. All orders for Army supplies, of course, received first attention. This refers particularly to cast iron, steel, and the various qualities of pig iron. The daily production in June, 1915, amounted to 32,438 tons of pig iron of all kinds, or 62½ per cent of the maximum production of 51,846 tons in May. In August, 1914, the daily production was only 18,957 tons; in December, 27,545 tons; in March, 30,272 tons; and in April, 31,288 tons. Of these amounts there were 23.4 per cent of cast iron (16.6 per cent last year); Bessemer pig iron, 1.2 per cent (1.7 per cent); Thomas pig iron, 56 per cent (65.9 per cent); cast steel, speigeleisen, and ferromanganese, 17 per cent (13.5 per cent); and puddle iron, 2.4 per cent (2.3 per cent last year). The production is divided among the various industrial districts as follows:

Districts.	1914	1915	Districts.	1914	1915
	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
Westphalia.....	43.6	43.0	Saar.....	7.0	6.9
Siegerland, Kreis Wetzlar, and Hesse-Nassau.....	4.8	6.7	South Germany and Thuringia.....	1.7	2.1
Silesia.....	5.4	7.3	Lorraine.....	18.5	15.3
North Germany.....	2.2	1.9	Luxemburg.....	14.1	12.5
Middle Germany.....	2.7	3.3	Total.....	100.0	100.0

The present prices are the highest ever recorded. Cast iron, Ia quality, was quoted at 94 to 96 marks (\$22.37 to \$22.85) per ton c. i. f. furnace; IIIa quality, 89 to 91 marks (\$21.18 to \$21.66); hematite pig iron, 115 to 117.50 marks (\$27.37 to \$27.96); cast steel, 89 to 102 marks (\$21.18 to \$24.28); puddle iron, Ia quality, 90 to 93 marks (\$21.42 to \$22.13); and speigeleisen, 98 to 100 marks (\$23.32 to \$23.80). The adjacent neutral countries pay still higher prices for the small quantities which are allowed to them upon their very urgent demands, but quality pig iron is strictly excluded from export. Large stocks do not exist either at the furnaces or in the hands of the consumers.

SOUTH AFRICA'S GOLD PRODUCTION IN JULY.

[Vice Consul John W. Dye, Cape Town, Aug. 12.]

The gold production of South Africa for July, 1914, totaled 769,355 ounces, valued at \$15,924,444, an increase of 15,075 ounces in quantity and \$316,001 in value over the June output. Of the total the Witwatersrand mines produced 742,510 ounces, valued at \$15,848,844. The output in this month was the largest since May, 1913.

OBSTACLES TO TRADE WITH PERSIA.

[Vice Consul Ralph H. Bader, Teheran, Aug. 17.]

Referring to Foreign Trade Opportunities Nos. 17203 and 17337 of June 10 and 23, respectively, the following is copy of a letter, dated August 14, from the steamship firm of Lynch Bros., of Teheran (head office No. 3 Salter's Hall Court, Cannon Street, London), in regard to the difficulty experienced in financing their business with American firms:

In our attempts to encourage American export trade with Persia we are met with a very considerable difficulty as regards the financing of the business at the present time.

The majority of manufacturers in the United States insist on receiving cash payment when shipping their goods to us from American ports. At present this condition, due to a dearth of credit owing to the war, practically precludes any Persian firms from doing business with us on account of the very strict terms imposed by the banks.

We venture to suggest that if a concession were made by the American manufacturers on this point the volume of business would be very much increased to the advantage of all concerned. We propose that Messrs. Lynch Bros. (Ltd.), Teheran, should receive a deposit of 20 per cent on the invoice value of the goods, and that on receipt of this intimation the manufacturers should send the goods to us to be delivered to the clients against payment of the invoice (balance) value and freight charges. On receiving payment for the invoice value of the goods as per the draft which the shipper would send to us for collection (and not negotiate through the banking houses), Messrs. Lynch Bros., Teheran, would remit by demand draft the sum due to the shippers, plus interest at the rate of 5 per cent from the date of shipment to the date of collection of the value of the goods on their arrival in Teheran.

It is, of course, understood that we hold ourselves responsible for the collection of the drafts, and in order that we may experience no difficulties with any of our clients, we should take especial care as to deciding with what Persian merchants we should be prepared to do business on behalf of American manufacturers on the lines which we have indicated above.

We shall be glad if you will draw the attention of the American Department of Commerce with a view to extending business on this basis to the proposals which we make that drafts should be sent to us for collection.

In this connection it should be noted that the reluctance of American exporters to extend credit has been one of the chief drawbacks to the promotion of American trade with Persia.

Details of the import trade of Persia were published in Supplement to COMMERCE REPORTS 57a, February 5, 1915.

NEW FIRE STATION AND EQUIPMENT FOR ESQUIMALT.

[Vice Consul Robert M. Newcomb, Victoria, British Columbia, Canada, Sept. 8.]

To secure fire apparatus of a modern type and to provide for the building of a hall for its accommodation the council of the Esquimalt municipality, a suburb of Victoria, will submit two by-laws to the ratepayers to raise \$30,000. One will sanction the purchase of a 6-cylinder chain-drive gasoline motor equipped with a triple combination pumper hose and chemical hose. It is estimated that this will cost, together with extra parts and the charges for floating the loan, \$15,000.

The other by-law will cover the cost of a structure large enough not only to house the fire department but also to serve as a municipal hall and police station. The expenditure involved in this project also is put at \$15,000. Address all communications to Municipal Engineer, Municipal Offices, Esquimalt Road, Victoria, British Columbia.

REDUCED SHIPMENTS OF MUSICAL INSTRUMENTS.

[Consular Agent W. Bruce Wallace, Markneukirchen, Germany, Aug. 13.]

The exports to the United States certified at the Markneukirchen consular agency for the year ending July 31, 1915, amounted to \$411,945, a decrease of \$395,788. The principal item of export is musical instruments, which decreased from \$559,196 to \$233,302.

All exports stopped at the outbreak of the war, but recommenced in September and gradually increased until the end of 1914.

The trade improvement continued during the first two months of 1915, February showing 90 per cent of the normal export. A decrease in exports began in March, the total for July being only \$12,200, about 20 per cent of the normal amount.

The exports to the Philippines decreased from \$3,633 to \$2,297. There were no exports to Porto Rico or Hawaii during the year of war, but \$558 to Hawaii during the preceding year.

Exports Compared with Those of Preceding Year.

The exports to the United States for the year ending July 31, compared with those of the preceding year, according to invoices certified at the American consular agency, were:

Articles.	1914	1915	Articles.	1914	1915
Antiques.....	\$16,881	\$5,973	Shells and mother-of-pearl manufactures.....	\$7,882	\$6,376
Catgut, unmanufactured (for ligatures).....	20,960	18,316	Toys (harmonious).....	97,784	\$1,330
Hair, horse, for bows.....	5,927	2,384	All other articles.....	18,741	7,358
Musical instruments and parts of.....	559,196	233,302	Total.....	807,733	411,945
Strings of catgut.....	80,362	55,927			

[Articles on violin making in Markneukirchen were published in Consular and Trade Reports (daily or weekly) for June 3, 1912, Jan. 7, 1911, and May 7, 1910.]

ADDING MACHINES FOR DOMINICAN REPUBLIC.

[Vice Consul Robert K. Williams, Santo Domingo, Aug. 30.]

There are only 10 adding machines in the Dominican Republic, all of them being in Government offices, the office of the General Receiver of Dominican Customs, and the banks. A market would have to be created for the sale of adding machines here. Time is no object to the people, and as salaries are not high little attention is given to office system. Most business houses are small, and unless a very live salesman canvassed the island it is doubtful if more machines could be sold.

However, by providing easy payments and making it clear that the latest office appliance could be had on small monthly payments several machines might be sold.

Several merchants make trips to the United States and maintain connections there. If these merchants could be induced to buy adding machines, it would have a favorable effect on other merchants.

Although the best method to introduce adding machines would be by sending an experienced Spanish-speaking salesman, the address is forwarded of a commission firm in Santo Domingo which might be interested in handling adding machines.

[The name of the firm may be had from the Bureau of Foreign and Domestic Commerce. Refer to file 66273.]

BATH AND HEALTH RESORTS IN SILESIA.

[Consul Harry G. Seltzer, Breslau, Germany, Aug. 25.]

Although foreign patients and guests are noticeably absent from the splendid bath and health resorts along the mountainous frontier between Germany and Austria, the following figures for the second week in August would seem to indicate that these places are well patronized. Altheide reports 6,026 patients and 3,107 transient guests; Kudowa has 4,379 patients and 1,084 convalescents and transients; and Reinerz reports 4,191 patients and 2,212 convalescents and travelers.

Here in the depths of ancient forests covering the sides of historic mountains, with medieval castles and ruins, all rich in romantic tradition, with a variety of carbon and sulphur springs and streams, there is rest from the nerve-racking and heart-rending scenes of the battle field. Here the soldier finds fresh life and new inspiration. and here the heartbroken mother or lover has an opportunity to forget her sorrows and take new courage for the future. After the refreshing rains of the past weeks, nature seems to have surpassed herself in the wonderful color scheme of trees, fruits, and flowers which greet the traveler at every turn. Added to this are open-air patriotic concerts and other entertainments.

The curative powers of the waters have been widely advertised by returning patients, and the good wholesome food and balsamic air, together with expert medical advisers, have restored many to health and happiness. All of these places are within easy reach from Breslau on the German side and Prague on the Austrian side.

NEW FRENCH STEAMER SERVICE TO SOCIETY ISLANDS.

[Consul Thomas B. L. Layton, Tahiti, Society Islands, July 1.]

The arrival of the French steamship *Saint Louis* on June 30, inaugurating a new service between Bordeaux, France, and the Society Islands, via Philadelphia and the Panama Canal, aroused considerable interest in this port. The *Saint Louis* is one of a fleet of seven vessels recently built by the Compagnie Naval de l'Océanie, of Bordeaux, France. The service was first established by the steamer *Saint Andre*, which arrived at Papeete shortly after the outbreak of the war. On its return to France the vessel was requisitioned by the Government, together with three others belonging to the company. The *Saint Andre* had come through the Straits of Magellan, while the later vessels were to use the Panama Canal route. Should conditions in Europe permit the company intends to establish regular sailings from Bordeaux every two months.

The itinerary of the new line will be to Philadelphia, Colon, and the canal; Papeete, Tahiti; Noumea, New Caledonia; Sydney and Newcastle, Australia, and return via the same route. Freight will be accepted at Philadelphia for any of the last-mentioned ports. The vessels can accommodate a limited number of first-class (not more than 12 saloon), second-class, and steerage passengers. The fare from France to Papeete, for first cabin, is 1,400 francs (\$270.20); for second cabin, 900 francs (\$173.70). The fare from Philadelphia is not quoted. The freight rate is 150 francs a metric ton (\$28.95 per 2,204.6 pounds).

GROWTH AND CONDITION OF SWEDISH PRIVATE BANKS.

[Consul Emil Sauer, Goteborg, Aug. 21.]

A booklet entitled "Swedish Banking Companies, 1824-1913," was issued recently in English for the San Francisco Exposition by the Swedish Banks Association. It gives a brief history of the development of "enskilda" or unlimited liability banks and joint-stock banks in Sweden, including a brief synopsis of the bank act of June, 1911. Special mention is made of the rigid method of bank inspection and the thorough control the board of bank inspectors has.

[This book will be loaned to interested persons by the Bureau of Foreign and Domestic Commerce. Refer to file No. 65799.]

Remarkable Increase in Business of Banks.

The charts in this publication bring out in a striking manner the phenomenal increase in the business of the banks, particularly during the last 20 years. Discounted bills increased from \$20,536,304 in 1873 to \$142,169,980 in 1913. Loans increased from \$20,247,132 to \$332,961,324; cash credits, from \$13,923,136 to \$137,480,052; deposits at call, from \$8,351,952 to \$60,958,476; deposits at notice, from \$32,058,160 to \$392,494,576; capital, from \$17,646,192 to \$105,659,804; reserve fund, from \$3,364,276 to \$69,300,244; total balance sheet, from \$92,860,392 to \$763,294,284. Deposits per capita of the whole Swedish population increased from \$9.38 in 1873 to \$80.40 in 1913.

Particularly striking is a statement made in 1886 by A. O. Wallenberg, founder of the Stockholms Enskilda Bank, that no depositor in any of the enskilda banks had ever lost a cent during the 55 years they had been in existence. It is said that this assertion still holds good. Only one of the enskilda banks was compelled to liquidate, and in that case the creditors were paid in full and the stockholders received 18 per cent of the capital they had invested in the bank.

Condition of Banks Last Year.

The report of the bank inspectors on the Swedish private and joint-stock banks for 1914 was also published recently. According to this report there were in operation, at the beginning of 1914, 14 enskilda or private banks with unlimited liability, 34 joint-stock banks with a capital of at least \$268,000 (forming class 1), and 27 joint-stock banks with less than \$268,000 capital (forming class 2), a total of 75. During the year the number of joint-stock banks was reduced by eight, six being merged with other banks. One joint-stock bank of class 2 increased its capital to the extent that it entered class 1. At the end of the year, therefore, there were in operation 67 private banks.

During the year the number of bank offices increased from 640 to 659, giving 1 office for every 8,618 inhabitants (the population of Sweden in 1913 was 5,638,500). There were accordingly 592 branch banks at the end of the year, 62 of which were in the same localities as the head offices.

The total capital stock of the banks was reduced during the year by \$3,806,160, or 3.6 per cent, being at the end of the year \$101,902,212. The total reserve of the banks increased from \$64,576,836 to \$67,655,850, a gain of 4.7 per cent.

The total deposits with all the banks on giro account increased from \$45,307,280 on December 31, 1913, to \$53,799,507 on December

31, 1914, or 25.3 per cent; deposits on current account, from \$15,651,096 to \$18,746,007, or 19.7 per cent; deposits on savings account, from \$93,644,617 to \$99,577,347, or 6.3 per cent; deposits on capital account, from \$298,850,073 to \$305,663,597, or 2.2 per cent. The number of depositors on giro account increased during the same time from 66,487 to 70,223; on current account, from 3,713 to 5,100; on savings account, from 986,342 to 1,045,308; on capital account, from 361,007 to 363,093.

The Riksbank, Operated by the State.

The Riksbank or State Bank, owned and operated by the State, and the banks covered by the present report, usually designated as "private banks" to distinguish them from the Riksbank, do the commercial banking business of Sweden. The Riksbank has a capital of \$13,400,000, a reserve fund of \$3,350,000, and had a total balance sheet on December 31, 1914, of \$134,962,135.

AMERICAN STEEL OFFICE FITTINGS IN SOUTH AFRICA.

[Consul Edwin N. Gunsaulus, Johannesburg, Union of South Africa, Aug. 10.]

There has been a gradual and substantial growth in the sale of steel office fittings and fixtures of American manufacture in South Africa, particularly in the Johannesburg consular district, during the last two or three years, several large Government orders having been placed for this material for special uses during this period. Among the latest of this kind of equipment is that furnished for the plan room of the South African Railways headquarters offices in Johannesburg, a new wing having recently been added to the large stone structure housing these head offices of the South African Railway system.

The fittings for the proper storage of the drawings and survey books were manufactured by an art-metal construction company of Jamestown, N. Y., and erected by the Johannesburg agents of this company from designs and specifications furnished by the railway architect. These are made of the best mild steel, cold rolled and enameled, and comprise, among other fixtures, 800 drawers and over 600 pigeon holes. To this equipment are added sundry tables, counters, screens, etc., weighing in all 66,000 pounds. The scheme provides for additions to the fittings in the future, as occasion may require, to the extent of an additional 1,280 drawers and 500 pigeon holes, and it is anticipated that in the course of a very few years further installments of such additions will become necessary. Besides the above special equipment recent orders have been given by the South African Railways for other steel furniture for record and other rooms in the headquarters building here, where the general offices of this big Government railway system are located.

Among other important installations of metal fittings, in this consular district, of United States manufacture, also furnished by the Jamestown company, was the equipment of the new Pretoria post office and that placed in the Johannesburg new and costly town hall. All the above was furnished on special order and does not include heavy and frequent sales of stock steel furniture for office use, the demand for which is constantly increasing.

COMMERCIAL NOTES FROM SILESIA, GERMANY.

[Consul Harry G. Seltzer, Breslau, Aug. 13, 25, and 30.]

Advance in Prices of Men's Furnishings—Detachable Shirt Sleeves.

The Union of German Manufacturers of Men's Furnishings has decided on an advance in prices on the following articles: Collars will be advanced \$0.12 per dozen; cuffs, at least \$0.17 per dozen; detachable sleeves with cuffs, \$0.35 per dozen; shirt fronts and bosoms, from \$0.12 to \$0.24 per dozen; and shirts of all kinds, \$1.90 per dozen.

In this connection it may be interesting to note something about the detachable sleeves mentioned above. The idea has gained great popularity here. The shirts are fitted with half sleeves, extending about to the elbow, where they are hemmed and finished and one or two buttons are attached. The cuffs are also attached to a supplementary half sleeve, which extends from the wrist to the elbow, where it is fitted with one or more buttonholes to connect with the buttons on the other half. Two pairs of these half sleeves with cuffs are sold with each shirt. In warm weather or in work that requires the rolling up of sleeves the cuff with its half sleeve is detached altogether, thus providing an unusual degree of comfort. The worker can again attach his clean cuffs when going out on the streets, and thus effect a marked saving in laundry bills.

Prices of Margarine—Bicycles to Cost More.

The city magistrates of Breslau on August 13 announced an increase in the maximum price of margarine from 1.20 marks (\$0.28) to 1.30 marks (\$0.31) per pound of 500 grams. Dealers have always made a distinction between "ordinary" and "extra-fine table" margarine, but the authorities declare that such distinctions are impracticable. Inferior qualities, however, are sold at less than the maximum price.

The Union of German Bicycle Manufacturers and allied interests have decided on a further increase in prices. On June 1 an increase of 15 to 20 per cent had been announced.

Brewing Company Has Prosperous Year.

A preliminary report of the Oppeln Brewing & Dry Yeast Co. (Ltd.) indicates that the business year ending September 30, 1915, will be more satisfactory than the previous year. If no extraordinary and unforeseen circumstances arise, the management believes that the dividend will exceed that of last year (3 per cent).

The abnormal rise of prices for malt has had no serious effect upon the profits of the company, since they had carried over considerable stocks from the previous year. On the other hand, the rising prices of beer were very beneficial. The production of beer had to be reduced somewhat on account of the various Government restrictions, but all local customers could be satisfied because of the cutting off of exports. After normal conditions are again established, it is hoped that production may be increased.

The dry-yeast department showed less satisfactory conditions and smaller sales, on account of various prohibitions against the baking industry, but this was also partly counteracted by higher prices for yeast and alcohol.

Limitation of Hours of Labor in Textile Industries.

According to an ordinance of the Bundesrat dated August 12, 1915, the hours of labor in the spinning, weaving, and embroidery mills have been limited as follows:

(1) In industrial works manufacturing spun yarns, textile fabrics, embroidery cloth, or goods from cotton, wool, artificial wool, flax, jute, or hemp, the employment of workmen is permitted for not more than five days in every week. The number of working hours per day must not exceed those in effect in June, 1915, and in no case shall they exceed 10 hours, exclusive of rest periods. The provincial authorities may order a still further reduction of working hours and working days.

(2) The provincial authorities or their deputies, upon proper application therefor, may permit exceptions which are necessary for the public interest.

(3) A fine of 1,500 marks (\$357) or three months' imprisonment will be imposed upon manufacturers violating this ordinance or the orders proclaimed by the provincial authorities, as per sections 1 and 2.

(4) The ordinance goes into effect upon the day of its proclamation. The right of revocation is reserved to the Imperial Chancellor.

Velvet and Silk Goods.

According to an announcement in the Konfektionar, the Union of German Wholesalers of Velvet and Silk Goods has decided on a further increase of 5 per cent on all manufactured goods of these materials.

HALL OF FAME FOR BEUTHEN HEROES.

[Consul Harry G. Seltzer, Breslau, Germany, Aug. 25.]

In order to honor the memory of the fallen heroes of Beuthen, Upper Silesia, it is proposed to erect a memorial hall of fame in that city. It is to be a semicircular portico supported by six columns and beams with an attic and frieze. A flight of steps will form the approach while the rear will be closed. The structure will be 30 meters long, 12 meters high, and 5 meters (meter=3.28 feet) deep. The crowning feature of the building will be a huge iron cross, and the corner pieces will be ornamental. The interior walls will be regularly divided by pilasters between which memorial tablets of bronze and marble will be placed. The site has not yet been selected, but this together with all other arrangements has been entrusted to a committee of representative citizens of Beuthen.

HAWAII'S ENCIRCLING MOTOR ROAD COMPLETED.

[News Bureau of Hawaii Promotion Committee, Honolulu.]

The expenditure of \$55,000 upon the Keaumuku road, at the north end of the island of Hawaii, completes the magnificent scenic auto road clear around the entire island, providing a run of 240 miles of perfect surface. This circular trip is becoming increasingly popular with tourists, the marvelous tropical scenery and the glimpses of the fast-vanishing primitive native life combining with the excellent hotel accommodation to insure an ideal tour. The round journey can be made in two days if desired. Within this circle are four volcanoes, two extinct, one extremely active, and one intermittent crater.

THE SUGAR INDUSTRY OF CUBA.

[Consul Henry M. Wolcott, detailed as vice consul at Habana, Sept. 10.]

It is indeed fortunate for Cuba that the disastrous effects of the European conflict and other conditions upon the tobacco industry of the Republic are more than offset by the very material prosperity which the war has brought to the sugar industry, sugar and tobacco being the island's two great staples. The compensation is such that Cuba is to-day, generally speaking, in a most satisfactory economic condition.

The sugar production of the island in the present year should, with anything like normally favorable weather conditions, exceed greatly any previous crop, as the increase in cane plantings has been enormous. Lands in the western section of the Republic that have been idle for 20 years or more, as well as thousands of acres which have been devoted to yucca, bananas, tobacco, and other crops, are this year planted to cane. In the eastern Provinces of Camaguey and Oriente immense tracts of virgin lands have gone under the plow for cane plantings. [Willett & Gray's September 9th estimate of the 1914-15 Cuban sugar yield is 2,600,000 long tons, against a production of 2,597,732 long tons in 1913-14 and 2,428,537 tons in 1912-13.]

Planters and sugar manufacturers have perfect confidence in the continuance of satisfactory prices for a long period, though a few hold pessimistic views as to a possible reaction after the close of the war.

Exports of Sugar and Products.

The statistical section of the treasury department of Cuba has recently made public some interesting figures in connection with the sugar industry, and two of the numerous tables contained in its publication, "Industria Azucarera y sus Derivadas," are reproduced below. In the first table are given the exports of crude sugar from Cuba and the countries of destination in 1913 and 1914.

Sugar and products.	1913		1914	
	Quantity.	Value.	Quantity.	Value.
	<i>Tons.</i>		<i>Tons.</i>	
Crude sugar.....	2,411,188	\$122,388,062	2,454,334	\$130,413,789
United States.....	2,129,743	107,975,360	2,164,621	116,479,889
United Kingdom.....	240,870	12,598,817	231,541	10,910,415
France.....	12,077	514,155	26,532	1,433,290
Japan.....			19,233	962,124
Canada.....	23,528	1,088,003	6,724	303,359
Belgium.....	146	6,500	4,366	223,935
Netherlands.....	4,774	204,730	1,154	72,250
	<i>Gallons.</i>		<i>Gallons.</i>	
Molasses.....	60,982,650	2,027,596	84,652,997	2,445,500
United States.....	42,382,685	1,277,025	62,367,741	1,516,937
United Kingdom.....	17,157,409	718,121	20,530,256	884,913
Netherlands.....	1,440,000	30,000	1,455,000	43,650
Alcohol.....	1,219,473	52,781	173,931	32,064
Aguardiente.....	1,935,546	365,340	1,845,976	325,896
Rum.....	387,556	96,351	202,536	67,676

Foreign Supplies—Nationality of Planters.

The influence of Cuba's sugar industry upon the island's import trade is seen in the large annual purchases of foreign sacks and

valuable machinery and apparatus. The imports of these during the past two years totaled:

Articles and sources.	1913	1914
Bags		\$3,700,916
United States.....	\$3,059,053	935,359
British India.....	1,216,450	1,117,863
United Kingdom.....	1,032,479	1,069,796
Mexico.....	835,394	82,892
Germany.....	4,220	13,006
Machinery and apparatus		2,761,594
United States.....	\$,526,036	2,163,480
United Kingdom.....	3,705,975	289,375
Belgium.....	921,365	137,172
Germany.....	1,068,361	125,970
Netherlands.....	592,770	50,585
France.....	17,728	9,127
	216,602	

In connection with the sugar industry it is interesting to note the nationality of the owners of the various sugar estates and mills in the Republic. Of the 170 operating estates in the island 67 are owned by Cubans, 43 by Americans, 42 by Spaniards, and 18 by nationals of other countries.

FINANCING AMERICAN TRADE IN HONDURAS.

[Consul E. M. Lawton, Tegucigalpa, Aug. 4.]

In a number of reports on local trade conditions this consulate has discussed a project of developing American trade through agents here, financed by American capital; and especial reference has been made in these reports to the Banco de Comercio of this city, a semi-American institution, with whose officials the writer has had a number of interviews on the subject. The bank's manager, Mr. Ernesto Lazarus, finally went to the United States to secure, if possible, the necessary financial support, and has just returned, having completed all necessary arrangements.

This consulate is informed that the capital stock of the bank has been increased \$150,000, and an additional commercial credit has been secured of \$200,000 or more if necessary. Additional rooms adjoining the bank's quarters will be equipped at once as sample rooms in which to display American goods with a competent sales manager in charge. Necessary credit will be supplied by the bank to local merchants, and purchases will be made through the New York office.

Agencies will be accepted for all lines of imports, among which are the following: Groceries, canned goods, candles, condensed milk, soap, dry goods and notions, cotton piece goods, woolen goods, children's dresses, haberdashery, underwear, shoes, hats, lard, butter in tins, confectionery, wines and liquors, flour, corn, rice, beans, crockery, granite ware, jewelry, paints, varnish, shoe findings and leather, hardware, electrical goods, window glass, cigarettes, etc.

Catalogues and prices should be sent to the Banco de Comercio, Tegucigalpa, Honduras, Central America, and to the New York office of Parmelee & Co., New York City. Samples are also desired, as far as can be consistently supplied, of which both offices should receive a set. Correspondence may be in English, though catalogues, as far as possible, should also be in the Spanish language for more ready consideration by Spanish-speaking buyers.

GREAT LAKES TO ALASKA.

The contract for the construction of a new United States Coast and Geodetic Survey vessel has been awarded by Secretary of Commerce Redfield to the Manitowoc Shipbuilding & Dry Dock Co., located on Lake Michigan, at Manitowoc, Wis. The contract price was only \$189,000 for the bare hull and machinery, but the ultimate cost of the vessel fully equipped will be \$220,000.

The new vessel will be named the *Surveyor*, and will be used in surveying and charting the dangerous waters of Alaska and the Bering Sea in the summer and the coasts of Washington, Oregon, and California in the winter.

The *Surveyor* will be a steel steamer of about 1,000 tons displacement, with triple-expansion engines, and will use crude oil as fuel. She will accommodate 66 officers and men, and carry enough fuel and stores to stay at sea on a surveying cruise for about three months at a time without returning to her base of supplies.

According to the terms of the contract the *Surveyor* must be completed within one year, but Vice President West, of the Manitowoc company, who came to Washington to consult with E. Lester Jones, Superintendent of the United States Coast and Geodetic Survey, about the construction of the vessel, says she will be finished in much less time, possibly as early as the 1st of next August, which will leave ample time to take the vessel to the Atlantic coast before the close of navigation in the Great Lakes.

A remarkable feature of the award of this contract lies in the fact that a shipbuilding company located on Lake Michigan should build an ocean-going vessel destined for service in Alaska. This brings home the important commercial fact that after all the Great Lakes, extending far into the interior of the American Continent, are for all practical purposes a part of the Atlantic Ocean. It also speaks well for the enterprise of the shipbuilding company which is to build the vessel.

Secretary of Commerce Redfield is much pleased at the prospect of getting the new vessel ahead of time. He considers the charting of the waters of Alaska a vital part of the work of his department.

AMERICAN MACHINERY FOR RUSSIA AND FINLAND.

A native of Finland now residing in Chicago, together with three other Finns, is about to organize a company to handle American machinery in northern Russia and Finland at the close of the present European war. It is the intention of the firm to sell to the wholesale trade, through offices in Petrograd and Helsingfors, general machinery and factory equipment, paper-making machinery, motor vehicles and motors, water pipes and pumps, steam boilers, armatures, steam engines, electric dynamos and specialties, and machinists' tools. The promoter of the enterprise has asked the Chicago branch of the Bureau of Foreign and Domestic Commerce to place him in communication with manufacturers of the lines enumerated who wish representation on the Continent upon the cessation of hostilities. Interested American exporters are accordingly referred to that office for additional information.

FRUIT-CANNING METHODS IN CANADA IMPROVED.

[Consul Samuel C. Reat, Calgary, Alberta, Sept. 3.]

The principal canning factories in Canada are located on the Niagara Peninsula and in British Columbia, at Kelowna, Vernon, and Mission. The Government records show 82 establishments canning fruits and vegetables, with an annual valuation of \$5,971,082. There are 65 establishments that produce evaporated fruits, showing a valuation, according to the most recent report, of \$448,929.

The establishments both east and west are improving their methods, and the growers of fruit are also doing much better in Canada than formerly. With the present customs tariff against imports of canned and fresh fruits and the tendency of the Canadian product to improve, it is evident that this market will be more difficult for foreign products to enter than it has been during the past 10 or 15 years.

The Canadian customs tariff is as follows: Fruit in air-tight tins, 2½ cents per pound, weight of package included; jams, jellies, etc., 3½ cents per pound. Fresh fruits—oranges free; apples, 40 cents per barrel of 3 boxes; pears, 50 cents per hundred pounds; plums, 30 cents per bushel; prunes, 67 cents per hundred pounds; dates and figs, 55 cents per hundred pounds; dried fruits, such as prunes, currants, and raisins, two-thirds of a cent per pound; dried fruits, such as apples, apricots, etc., 25 per cent. A surtax of 7½ per cent ad valorem is charged on most imports into Canada, including all fruits except limes, in addition to the foregoing rates of duty.

[Lists of the principal importers of canned and fresh fruits in Alberta, Canada, may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices. Refer to file No. 65947.]

DETERMINES LOSS OF WEIGHT IN WOOL SCOURING.

A knowledge of the amount of shrinkage in weight produced when raw wool is scoured or cleaned is necessary in fixing the price to be paid for the raw wool, and to secure data on the subject the United States Bureau of Standards has recently conducted an investigation. The results will be published soon by the Bureau.

Raw wool may contain from 15 to 80 per cent of grease and dirt, according to the breed of sheep, the kind of food upon which the animal has lived, character of the country with reference to grass, sand, and stones and other influences.

The scope of the investigation was (1) to obtain some definite knowledge as to the shrinkage of some of the foreign wools imported into this country; (2) to ascertain the shrinkage variations in two samplings of the same fleece; and (3) the difference in shrinkage between two fleeces of the same breed of sheep which were grown in the same section of country.

Forty-nine fleeces of Australian and New Zealand wools were employed in the experiments, the results showing the yield of clean wool to be from 19.5 to 54 per cent.

This technologic paper, No. 57, will be ready for distribution about the 1st of December, and copies will be mailed to any interested person upon request to the Bureau of Standards, Washington, D. C.

DAIRY INDUSTRY IN NEW ZEALAND.

[Consul General Alfred A. Winslow, Auckland, Aug. 18.]

The dairy industry in New Zealand has become an important factor in the prosperity of the country, and the future seems bright. This is especially true in the North Island, where the climate is well adapted to the industry, since pasturage is good the year around, and it is never necessary to feed stock.

Number and Class of Factories.

At the close of the year ending with April 30, 1915, there were 167 public creameries, 330 public cheese factories, 64 private creameries, and 24 private cheese factories in operation in the Dominion, against 181 public creameries, 293 public cheese factories, 100 private creameries, and 23 private cheese factories at the same time in 1914. Most of the private dairies have fewer than 50 cows. These dairies are fitted up with up-to-date dairy machinery, and are modern in every way.

Production and Exportation of Butter and Cheese.

The following table gives the production and export of butter and cheese from the 497 public factories during the seasons ending with March 31, 1913, 1914, and 1915:

	Butter.			Cheese.		
	1913	1914	1915	1913	1914	1915
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Output	28,854	31,595	31,333	34,105	30,156	40,951
Export	18,467	19,743	20,857	31,709	37,119	39,739

The price of butter and cheese has advanced materially during the past year, until at present butter is quoted at wholesale at \$30 per hundredweight and cheese at \$18 per hundredweight, against \$25 per hundredweight for butter and \$15 per hundredweight for cheese on August 18, 1914.

Canada and the United States took 55,971 boxes (a box of butter contains 56 pounds) of butter during the 11 months ending July 31, 1915, against 176,599 boxes for a like period last year. During the same time in 1914-15 England took 697,740 boxes against 613,641 boxes for the same period last year. The export of cheese to Great Britain showed a slight decrease.

DEVELOPMENT OF HAWAIIAN BANANA INDUSTRY.

[News Bureau of Hawaii Promotion Committee, Honolulu.]

A marked increase in the demand for Hawaiian-grown bananas along the Pacific coast and as far east as Chicago has awakened a new industry, in which growers in the islands are reaping a substantial profit. W. A. Anderson, now representing the territorial marketing division on the mainland, reports one dealer alone has agreed to handle hundreds of bunches of the fruit on the arrival of each steamer from Honolulu. It is estimated that growers may net 70 cents a bunch. The Matson steamers *Lurline* and *Manoa* are said to be especially equipped to handle large consignments of bananas between the islands and the coast. The Bluefields banana is now one of the most successfully grown varieties in the islands.

CANADIAN LIFE-INSURANCE REPORTS.

[Consul Julius D. Dreher, Toronto, Sept. 11.]

At the Ninth Annual Convention of the Life Underwriters' Association of Canada, held in Toronto September 8-10, a good deal of attention was devoted to the discussion of the effects of alcoholic drinks. Dr. R. F. McMahon, addressing the convention regarding the medical examination of applicants for insurance, said:

The results shown by the medical actuarial investigation are in full accord with the experiences of the companies which made a separate classification of risks as abstainers and nonabstainers. The use of alcohol even in quantities that many consider moderate and harmless is shown to have a remarkable effect on longevity. Every fact points to the conclusion that those who have used alcohol to excess in the past, or use it even occasionally to excess at present, are not insurable as present risks.

Insurance Lectures in Universities.

The wide range of subjects discussed by the convention gives a good idea of its educational value not only to its members but to the public in general. The question of creating chairs for insurance in the universities was again considered at length by the meeting, while the subject of introducing insurance lectures was also discussed. It was the unanimous opinion of the convention that some definite step in this direction should be taken, and a suggestion was made that the underwriters should assume a portion of the cost of providing the lectures or paying the expenses of a chair, while the remaining portion should be borne by the various insurance companies.

Extent of Insurance Written.

Something of the great work that is being accomplished by life underwriters may be gathered from the following table showing the amount of the new insurance written in Canada each year since the formation of the Association: 1907, \$90,382,932; 1908, \$99,896,206; 1909, \$131,739,078; 1910, \$152,762,520; 1911, \$176,866,979; 1912, \$219,205,103; 1913, \$231,608,546; 1914, \$216,901,816. The decrease in new business in 1914 may be regarded as a result of the conditions produced by the war.

More than half of the net amount of life insurance in force in Canada in 1914 is on the books of the Canadian companies, as the following figures show: Canadian companies, \$794,520,923; British and colonial companies, \$35,565,112; United States companies, \$386,869,397. There are three Canadian companies having more than \$100,000,000 each of insurance in force in the Dominion.

COOPERATIVE BRANCH OFFICE OF THE BUREAU.

Under a special plan worked out by the Bureau of Foreign and Domestic Commerce, the Detroit Board of Commerce, Detroit, Mich., has now established a Foreign Trade Bureau and will become an active cooperative branch office. This work will be under the direct supervision of Mr. Robert F. Gifford, who has spent some time in the Bureau of Foreign and Domestic Commerce and its branch offices familiarizing himself with his new duties. This makes the fourth organization to take advantage of the offer of this bureau, the other cooperative branch offices being located at Cleveland, Cincinnati, and Los Angeles.

FOREIGN TRADE OPPORTUNITIES.

Reserved addresses may be obtained from the Bureau and its branch offices. Request for each opportunity should be on a separate sheet and the file number given.

Sweaters, No. 18478.—A business man in Switzerland has requested an American consular officer to place him in communication with American manufacturers and exporters of a good grade of sweaters and sweater suits (not combined) of wool and half wool for children. The man desires to place an order valued at over \$10,000. Quotations should be made f. o. b. Bordeaux. Correspondence should be in German.

Caustic soda, No. 18479.—A soap manufacturer in Norway would like to receive quotations on caustic soda for use in making soap. The firm is also interested in potash, lye, and ammonia alkali soda ash. The firm is willing to pay cash. Correspondence may be in English. Bank references are given.

Fans, lanterns, lunch baskets, etc., No. 18480.—An American consular officer in Africa reports that a firm in his district desires to receive catalogues and full information relative to fans, lanterns, lunch baskets with compartments, sewing-machine and hand needles, toilet paper, and typewriter supplies. Prices and discounts should be stated. Correspondence may be in English.

General representation, No. 18481.—An American consular officer in Brazil reports that a firm of civil and electrical engineers has just begun business in his district and desires to be placed in communication with American exporters. The firm desires to make a specialty of the sale of American goods. Correspondence may be in English. Quotations should be made c. l. f. Santos.

Iron bars, No. 18482.—An importer in an insular possession informs an American consular officer that he desires to receive quotations on small shipments of round and flat iron bars. The following dimensions are in demand: Bars $\frac{3}{4}$ inch, round $\frac{1}{2}$ inch, and flat $1\frac{1}{2}$ by $\frac{1}{2}$ inches. Correspondence should be in Portuguese.

Hardware, etc., No. 18483.—A business man in India writes an American consular officer that he desires to establish commercial relations with American manufacturers of mill supplies, cotton-gin supplies, and all lines of hardware. Correspondence may be in English.

Chemicals, cement, fruits, furniture, etc., No. 18484.—An American consular officer in Brazil writes that a firm in his district desires to communicate with American manufacturers and exporters of acetic acid, alkali, bicarbonate of soda, caustic soda, cement, chemicals, citric acid, coal, codfish, copper in sheets, cottonseed oil, cream of tartar, dried fruits, hops, iron and steel, leather for boots and furniture, malt, muriatic acid, phosphates, rosin, sulphuric acid, tartaric acid, tiles (glazed), tin, tin plates, tobacco, turpentine, and wire (fencing and barbed). Correspondence should be in Portuguese. Weights and measures should be stated in the metric system. It is explained that extreme care should be taken in packing the goods.

Piece goods, No. 18485.—A wholesale and retail dealer in Africa advises an American consular officer that he wishes to receive catalogues with full information relative to piece goods of all kinds, particularly cotton goods. Samples should be sent. Correspondence may be in English.

Paints, varnish, and tin foil, No. 18486.—An American consular officer in an insular possession writes that a business man in his district desires to purchase $1\frac{1}{2}$ tons of brewer's pitch, a quantity of varnish, and about 200 pounds of tin foil. Prices and samples should be sent. Correspondence and descriptive literature may be in English.

Branch Offices of the Bureau of Foreign and Domestic Commerce.

New York, Room 409 United States Customhouse; Boston, 752 Oliver Building; Chicago, 504 Federal Building; St. Louis, 402 Third National Bank Building; Atlanta, 521 Post Office Building; New Orleans, 1020 Hibernia Bank Building; San Francisco, 306 United States Customhouse; Seattle, 922 Alaska Building. Cooperative branch offices: Cleveland, Chamber of Commerce; Cincinnati, Chamber of Commerce; Los Angeles, Chamber of Commerce.

COMMERCE REPORTS



DAILY CONSULAR AND TRADE REPORTS
ISSUED DAILY BY THE BUREAU OF FOREIGN AND DOMESTIC COMMERCE
DEPARTMENT OF COMMERCE



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UNFAIR COMPETITION.

Many inquiries have been received by the Bureau of Foreign and Domestic Commerce as to the prevention of unfair foreign competition against the new American industries established during the war. In view of this the Secretary of Commerce has addressed the following letter to the chief of this Bureau:

If the question arises as to the attitude of the Department of Commerce toward what is called "dumping" after the war shall end, you may say that I shall recommend in my annual report that unfair competition from abroad shall not be permitted to injure a legitimate American industry any more than it is permitted to do so in our domestic field. Especially I shall oppose action on the part of any foreign monopoly toward controlling the American market by unfair competition in an attempt to injure or destroy an American industry. There is no doubt in my mind that this should be done. The more serious question to which consideration is being given is as to the method of doing it. Various plans have been proposed, some of which seem to permit reactions which are possibly undesirable. I am considering the methods used in different countries, with a frank preference for such as have nothing to do with tariffs or duties. I should be very glad to receive suggestions from practical commercial men as to the most efficient means of detecting and preventing this unfair competition.

You may be quite sure of my earnest purpose to provide, so far as it lies in my power to do so, that American industries shall not suffer from a type of unfair competition at the hands of foreign producers which would be forbidden if it took place at the hands of American producers.

There is no reason why you should not make known this expression of my views.

Yours, very truly,

WILLIAM C. REDFIELD.

Dr. E. E. PRATT,

Bureau of Foreign and Domestic Commerce,

409 Custom House, New York, N. Y.

CENSUS BUREAU'S EXHIBIT AT THE EXPOSITION.

One of the interesting exhibits at the Panama-Pacific Exposition is that of the Federal Census Bureau. Its most prominent feature is the display of automatic tabulating machinery, but statistical publications, some of which are of great historical value, together with maps, charts, diagrams, etc., are also attracting much attention. Commenting on this exhibit, the San Francisco Daily Journal of Commerce says in a recent issue:

Aside from the general interest which the exhibit of the United States Census Bureau in the Palace of Liberal Arts is arousing is the particular interest it has for business men and manufacturers. Complete statistics on population, agriculture, manufactures, forests, mines and quarries, mortality, and finance are shown in the various publications of the bureau, together with reports by States and counties and an analysis of the figures secured. One feature of the exhibit is attracting the attention of foreign Governments. This is the automatic tabulating machine (of which there are three on exhibition) used in the compiling of vital statistics. These machines tabulate and print results at the rate of 150,000 cards per day. They are owned and manufactured by the Government. Maps and charts showing the census figures for California are displayed, and also a series of charts illustrating the registration areas for death throughout the country. To become a registration area a State must prove that it reports at least 90 per cent of its deaths. The present registration area comprises about 70 per cent of the United States.

The genealogical value of the census records is not generally appreciated. They contain a return of the whole number of persons within the several districts of the United States in 1790, and the first census, taken in the same year, contains the heads of families of 12 of the Eastern and Southern States, together with the members of the families, free or slave. Some of these original records for that period are shown in cases. William Lane Austin, of the Washington office, is in charge of the exhibit.

OLIVE CROP IN SOUTHERN FRANCE.

[Consul William Dulany Hunter, Nice, Aug. 27.]

The outlook for next spring's olive crop in this consular district is unsatisfactory. The reasons given by several of the largest olive-oil refiners in this city are that after a year during which the olive trees have produced large quantities of fruit, as was the case last year, the yield the following year is usually poor and that field hands are scarce, the consequence of which is that the trees have not in the last year received the necessary culture and care that they require. Due to these facts, the olives are not juicy and are at present little developed, and the growers do not believe that the quality of the oil produced from next year's olive crop will be a good one.

CONDITION OF THE EGYPTIAN COTTON CROP.

[Consul Arthur Garrels, Alexandria, Egypt, Sept. 4, 1915; data taken from Bulletin of Alexandria General Produce Association for Aug., 1915.]

Weather favorable. Water supply sufficient. Slight damage from common boll worm whose ravages are over. Extent of pink-boll worm menace still undefined. This parasite has spread generally over the whole country. Bolls opening well. Picking sporadically begun will be general between 10th and 20th of September, some 10 or 15 days earlier than last year. Crop prospects satisfactory on the whole.

CRISIS IN SHIPPING ON THE PACIFIC.

[Consul General George E. Anderson, Hongkong, Aug. 20.]

The sale of the vessels of the Pacific Mail Steamship Co. engaged in trans-Pacific service to the Atlantic Transport Co. has precipitated a crisis in the carrying trade of the Far East as related to trans-Pacific service which is of the greatest possible practical importance to American exporters and importers interested in Far Eastern trade.

As is generally known, the sale includes all American vessels of the trans-Pacific fleet of this company—the *Mongolia*, of 27,000 tons displacement; the *Manchuria*, of 27,000 tons displacement; the *Korea*, of 18,000 tons displacement; the *Siberia*, of 18,000 tons displacement; and the *China*, of 10,200 tons displacement. The line has two other vessels in the service—the *Persia*, of 9,000 tons displacement, which is British built and is operated under the British flag, and the *Nile*, formerly the property of the Royal Mail Steamship Co., of 11,000 tons displacement, and also operated under the British flag. So far only the vessels operated under the American flag have been sold. The *Persia*, it is understood, is offered for sale, and is scheduled for only one more trip. The *Nile* has been engaged in transport service for the British Government since the beginning of the war, and will not be available for any nongovernmental service until the war is over.

Closing Up Business.

The company has prepared to wind up its business in this part of the world completely. Orders have been sent general agents to close up their own agencies as well as all subagencies in all parts of the Far East. The personnel of the staffs in various offices have been given notice of nonemployment and the Americans employed in various offices have been given similar notice, with an indication of what steamers they are to take for their return to the United States and notice of no employment when they reach the United States. In Hongkong the offices of the company are to be closed and the lease of an exceptionally favorable office location has been taken over by the Nippon Yusen Kaisha, a competing Japanese company. All the extra parts, heavy gear, and all parts and belongings to the various ships of the company retained in dockyards here, where most of the repair work on the vessels usually has been done since this was the oriental terminus of the line, have been ordered returned to the United States, and all warehouses, launches, lighters, and other property have been ordered sold. The business of the company, in short, is being wound up immediately.

While it is not competent to discuss in a consular report the causes or circumstances in the United States which have brought about the winding up of the business of this company on the Pacific, there are certain practical and immediate results of the change which must be taken into consideration by American business men interested in the trade of the Orient in any way or to any degree, and, indeed, by all interests concerned in American trade abroad in general.

Former Trans-Pacific Service.

In ordinary years immediately previous to the war there has been available for trans-Pacific transportation of freight a total ton-

nage of at least 936,000 tons actual carrying capacity in vessels bound from the Far East to San Francisco or to Puget Sound ports. The service included one steamer per month of the Royal Mail Steamship Co. and Glen Line, one steamer per month of the Hamburg-American Line, one steamer per month of the Blue Funnel Line, two steamers per month of the Nippon Yusen Kaisha, two steamers per month of the Osaka Shosen Kaisha, one sailing each three weeks by the Canadian Pacific Steamship Line, four sailings per year each by the Great Northern Steamship Co. and the Dollar Line, and one sailing per week by steamers of the Pacific Mail Steamship Co. and the Toyo Kisen Kaisha on joint schedule, say, 13 steamers per month or 156 per year, of which the Pacific Mail furnished 35.

The actual carrying capacity of the Pacific Mail steamers, excluding the *Nile*, was 44,830 tons, sailing five times a year, or a total of 225,150 tons, or an average of 7,472 tons of cargo space per vessel. This space could be, and after the war actually was, increased by the use of certain coal bunkers to 50,880 tons, or 254,150 tons per year. The Pacific Mail steamers, however, were much above the average in size, the rate of 6,000 tons per sailing or 936,000 per year probably being a fair estimate for all steamers.

Changes Due to War.

After the outbreak of the war the lines operating across the Pacific included only the Blue Funnel Line, one sailing per month; the Nippon Yusen Kaisha, two sailings per month; the Osaka Shosen Kaisha, one sailing per month; and all others together about one sailing each two months, with the one sailing per week of the Pacific Mail and Toyo Kisen Kaisha, say nine and one-half sailings per month, or about 684,000 tons per year.

The actual freight moving in ordinary years, of course, has been considerably less than this available tonnage, leaving unoccupied or unused a considerable portion of this total of the available tonnage. With the advent of the war in Europe and the reduction of available tonnage, however, came a different situation. While the shipment of goods from Asia to America fell off materially the tonnage available for the transportation of such goods fell off in much greater proportion. Ever since the beginning of the war freight has been offered in greater quantity than ships could carry.

In spite of special efforts to overcome this condition, freight has piled up on the docks in oriental ports and in American ports as well until at times as much as from 75,000 to 80,000 tons of freight was offered in ports of the Far East without vessels to accept it. While, with summer dullness which has been greater than usual this year because of generally depressed trade all over the world this surplus of freight has been greatly reduced and tonnage at the present time from Asia to America may be considered adequate for immediate needs, the revival of business in September and October will bring about another freight shortage if all the vessels now in service are kept on the Pacific.

This shortage will be serious and will materially affect American trade to and from the Orient. Already the freight situation has been unfavorable to American trade, particularly the export of American steel and oil products and other heavy goods. Trade in American steel has become exceptionally brisk because of the war

in Europe. Many lines of American trade in this part of the world which have been built up after years of effort and careful nursing depend very largely upon prompt communication and regular steamship service. Other lines of trade which the United States has commenced to enter with notable success are hampered and American interests restricted in their business by the lack of freight facilities and the high price of freights due to inadequate tonnage.

What Further Loss Means.

To this shortage, already anticipated and already the subject of complaint and adjustment, must now be added the loss of the 30 sailings per year, at present realized, of the largest and best-equipped line on the Pacific—a loss of at least 224,150 tons of actual carrying capacity, without considering the possible expansion of which it is capable, reducing the total available tonnage across the Pacific to about half what it has been in normal times and reducing the number of sailings of mail and passenger vessels about half.

The Pacific Mail Co.'s ships actually carried cargo from Hongkong alone between January 1 and June 30 of the present year to the amount of 53,386 measured tons and from all Eastern ports took at least 120,000 tons of actual cargo. In that time it had at least 132,490 tons of space available for service which could be materially increased if not required for passengers—a margin between space available and actual cargo which is very narrow in the practical operation of a line of ships.

What therefore was a serious shortage of available ships before, now becomes a direct and positive menace to all American trade in the Pacific. The situation presented, in fact, is an impossible one.

Passenger Facilities.

In the way of passenger service the situation is even more serious. The Nippon Yusen Kaisha and the Osaka Shosen Kaisha carry a few intermediate class passengers on the runs to Puget Sound ports, but their services are capable of little if any expansion, for the passenger accommodations on their ships are comparatively small and as a result of comparatively cheap rates they have usually been filled for the past two years or so. The chief passenger traffic at present has been by way of San Francisco, the Toyo Kisen Kaisha and the Pacific Mail Co. between them normally maintaining a joint schedule of 11 ships including 4 ships affording intermediate service.

The passenger accommodations on these ships are usually fully taken up at all seasons of the year. In the spring and summer season going from Asia to America, and in the fall and winter season returning from America to Asia passengers have great difficulty in securing accommodations on these ships and at times find it necessary to wait their turn to be carried across the Pacific. With the withdrawal of the Pacific mail vessels from this service 7 out of 11 ships are thus taken from service. The ships left in the service afford accommodations for from one-third to one-half of the passenger business now offering. It is probable that these ships will be speeded up and their trips accelerated, but the fact remains that only about one-half the accommodations necessary to care for the ordinary passenger traffic on the Pacific Ocean will now be available.

The general situation precipitated by the withdrawal of the Pacific mail service is accentuated by the fact that the Canadian Pacific

steamers are not now in service since they have been taken over during the war by the British Government and since also a considerable traffic by way of the United States between Asia and Europe has been built up as a result of interference with passenger services between Europe and the Far East by way of the Suez Canal.

Japanese Lines Naturally Conserve Japanese Business.

In the ordinary course of shipping affairs the loss of one company in such a trade would soon be made up by other companies placing ships on the run and taking up the business offered. Unfortunately there is little or no relief in sight in the present instance. During the acute tonnage shortage of the past spring the Japanese Government ordered the Japanese lines, all of which enjoy substantial not to say large subsidies from the Japanese Government, to take freight during certain months from Japanese ports only, thus serving Japanese industries and Japanese shippers in preference to other shippers in the Far East, and of course without any reference to American interests in the premises. The Conference lines were compelled to make such arrangements as were possible for taking up freight from Hongkong, Manila, Formosa, and other ports thus shut out of service from Japanese ships, and to do so proposed to secure additional vessels by charter. No vessels were chartered for the simple reason that none were to be had for charter at that time. The demand for tonnage generally is fully as great now as it was at that time and in the coming autumn will be greater.

It does not appear, therefore, whence additional tonnage for the trans-Pacific run is to come, nor are present services capable of much expansion. The trade at the present time, aside from the vessels of the Pacific Mail Co., is served by the Toyo Kisen Kaisha, operating four vessels as follows: The *Shinyo Maru*, of 22,000 tons displacement; the *Tenyo Maru*, of 22,000 tons displacement; the *Chiyo Maru*, of 22,000 tons displacement; and the *Nippon Maru*, of 11,000 tons displacement. The *Kiyo Maru* and the *Anyo Maru*, of 18,500 tons displacement each and engaged in the South American trade, also recently commenced to enter at San Pedro (Los Angeles).

The trade is also served by the Nippon Yusen Kaisha, which operates on this run the *Shidzuka Maru*, the *Awa Maru*, the *Tamba Maru*, the *Yokohama Maru*, the *Aki Maru*, and the *Sado Maru*, all of about 12,500 tons displacement. The Nippon Yusen Kaisha runs its vessels to Seattle. The Osaka Shosen Kaisha operates a line to Tacoma and Seattle, including the *Panama Maru*, the *Seattle Maru*, the *Mexico Maru*, the *Chicago Maru*, the *Canada Maru*, and the *Tacoma Maru*, all of 12,000 tons displacement. Two new vessels, the *Manila Maru* and the *Hawaii Maru*, of 18,000 tons displacement, are now being put into this service.

Other Services.

Aside from these Japanese lines, all of which are heavily subsidized, the Blue Funnel Line, operated by Alfred Holt & Co., of Liverpool, has a trans-Pacific service of one 12,000-ton (average) vessel a month on a system including services from Liverpool to Puget Sound as well as to Australia.

The Dollar Line has also been employing four small boats in trans-Pacific service until recently. One of these ships was recently,

sold. The other vessels have been taken off of the run to the United States and are now serving between Hongkong and Canadian ports only.

The Great Northern Steamship Co. maintains on the trans-Pacific run one steamer, the *Minnesota*, which is of 27,500 tons gross register and the largest ship on the Pacific Ocean, though its sailings in the past year have been very irregular. The routing of this steamer has been changed, and the understanding among shipping men here is that its service will be to Canadian ports only.

Japanese Lines Have Good Field.

Of these lines now in the service the only expansion probable is in Japanese lines which are, in fact, making every effort to seize the trade of this American company as it relinquishes its business. The Toyo Kisen Kaisha, operating to San Francisco, has a fleet of fine ships which it can speed up considerably and increase the number of sailings. The Nippon Yusen Kaisha has been increasing its fleet steadily for years, and has especially large and fine ships now on the ways which can be pushed into the trans-Pacific trade. The Osaka Shosen Kaisha also is prepared to augment and improve its service. All these lines are heavily subsidized by the Japanese Government and enjoy other governmental favors. Inquiries in the trade are being made by other shipping interests, such as those represented in the Far East by Jardine Matheson & Co. and Indian shipping and allied interests, but at the present time no practical result has been forthcoming.

If, when the strain on freight facilities actually is realized this autumn, the Japanese Government adopts the same policy with respect to Japanese cargo and Japanese products it adopted the past spring and summer, namely, to confine the cargo space offerings in all ships of Japanese lines to Japanese ports until such ports are fully served, there will be no cargo whatever taken to the west coast of the United States from Hongkong and South China generally from the Philippines, North China, or from India and the East Indies by usual transshipment at Hongkong. In other words, the entire trade in Chinese products in the more valuable cargoes from the Philippines and the gunny trade of India to the west coast will be paralyzed.

Effect on American Trade.

While the general situation is bad enough in that the only American steamship line operating on the Pacific has been driven from the ocean after many years of service (the Pacific Mail Co. was the oldest line operating on the Pacific Ocean) with all the loss of prestige to American trade which such change implies, and while it is disconcerting, to say the least, that business built up after long years of service by an American company is being taken by Japanese competitors serving under heavy subsidies from the Japanese Government, and with every possible assistance in other ways from such Government, the chief fact to be considered at the immediate moment is that there is not now, and so far as may be seen at present, neither is there likely to be soon, sufficient vessels to carry American and other passengers between Asia and the United States, to carry American freight to its Eastern markets, or carry Asiatic raw materials to

American manufacturers, while postal service and all similar facilities of trade depending upon rapid and regular communication between the United States and the Far East can but be irregular and precarious for an indefinite period in the future. Whatever may be the cause or occasion for recent changes the actual result of such changes has been the placing of American trade and American interests in the Far East in the greatest jeopardy.

FOREIGN TRADE OF INDIA FOR JUNE.

[Consul James Oliver Laing, Karachi, Aug. 10.]

Both export and import trade in India declined in June, as compared with June of last year. According to the June number, just published, of the monthly accounts relating to the sea-borne trade and navigation of British India, the combined export and import trade amounted to \$92,613,392.

The total for June, 1914, was \$111,977,308, and for June, 1913, it was \$97,710,360. The imports for June, 1915, were \$33,749,189, and the exports were \$58,864,203. The latter figure includes \$10,516,675, the value of wheat export on Government account.

Imports of treasure in June of these years were, 1915, \$4,369,687; 1914, \$7,997,137; 1913, \$11,327,230; exports, 1915, \$228,240; 1914, \$1,717,901; 1913, \$3,415,739.

The principal items in imports on which there were increases in June over the amounts for June, 1914, were: Sugar, 16 D. S. and above, \$1,582,858; cotton piece goods (grey), \$482,192; cement, \$112,629; salt, \$116,600; chemicals, \$97,540. Some of the decreases in the same period were: Carriages and wagons (railway), \$1,202,417; railway materials for construction, \$1,133,230; cotton piece goods (colored), \$1,496,905; wrought copper, \$932,187; cotton yarn, \$386,206; hardware, \$412,296; textile machinery, \$303,539; iron or steel sheets and plates, \$376,509; steel bars, \$244,481.

The chief increases in exports were: Wheat (private and Government), \$6,333,229; hides, \$616,647; raw wool, \$508,696; jute, gunny bags, \$424,089; jute, gunny cloth, \$342,139; black tea, 341,926; rice, \$271,468. Decreases recorded were: Raw Cotton, \$14,469,473; raw jute, \$1,042,062; linseed, \$902,007; cotton twist and yarn, \$628,096; coffee, \$560,258.

GERMAN LEAGUE OF TYPEWRITER DEALERS.

[Consul Talbot J. Albert, Brunswick, Aug. 16.]

The Brunswick Landeszeitung of August 8, 1915, reports that the German dealers in typewriters have formed a league. A large number have already joined it, and an effort will be made to include all typewriter dealers in Germany and in Austria-Hungary.

The object of the league is to bring about a greater recognition of German typewriters as objects of German skill and industry. It will strive to obtain for them the position that it is claimed they merit by reason of the excellent workmanship and accomplishments of the German machines. The league does not purpose to exclude foreign products, but to protect the domestic article, which, it is asserted, is not only of equal worth but in many respects superior to the imported. The headquarters of the league is in Berlin, S. W., Zimmerstrasse 92-94.

RECORD PRODUCTION OF CEREALS IN PACIFIC NORTHWEST.

[Commercial Agent W. B. Henderson, Seattle, Sept. 16.]

Authentic data recently compiled shows that the Pacific Northwest harvested this year 119,200,000 bushels of grain, compared with 111,400,000 bushels for a year ago. This is the greatest grain crop ever grown in the Northwest.

The harvesting is practically completed for everything except corn, and definite figures on the crops, which are now available, furnish a surprise to the estimators, especially as to the wheat crop. In July the estimates of that cereal production was 66,000,000 bushels, considered then by some to be too high, while the actual harvest shows a total yield of 69,300,000 bushels in the three States of Washington, Oregon, and Idaho, or 3,300,000 bushels larger than the July estimate.

With its immense acreage of both winter and spring wheat sowing, Washington leads with a total for the wheat crop of 39,000,000 bushels. Oregon produced 19,000,000 bushels and Idaho 11,300,000 bushels.

Oats and corn showed increases in this section over a year ago, while the barley crop was slightly below the production of 1914. The increase in the production of oats over last year amounted to 2,100,000 bushels and that of corn over 400,000 bushels.

The total productions of cereals by States of the Northwest were as follows:

	Wheat.	Oats.	Corn.	Barley.	Total, 1915.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
Washington	39,000,000	11,200,000	7,000,000	1,200,000	58,400,000
Oregon	19,000,000	14,000,000	800,000	4,000,000	37,800,000
Idaho	11,300,000	8,000,000	700,000	3,000,000	23,000,000
Total, 1915	69,300,000	33,200,000	8,500,000	8,200,000	119,200,000
Total, 1914	61,000,000	31,100,000	2,300,000	17,000,000	111,400,000

In the case of corn estimates have to be taken, as the crop is not yet entirely harvested. While the production of this grain is about 500,000 bushels greater than last year, the acreage is much smaller than 1914; hence the yield per acre is much greater.

AMERICAN TRADE PUBLICATIONS AT SHANGHAI.

[Consul General Thomas Sammons, Shanghai, China.]

It is found, upon inquiry among American business houses here, that in many instances American trade-expansion literature is neither filed, classified, nor kept in such shape as to be available for reference purposes. In numerous cases printed literature of this kind is not treated at all seriously and is put aside in out-of-the-way places. A demand exists, however, for an up-to-date repository for all American publications of this kind, and it is the aim of the Shanghai consulate general, with the hearty cooperation of the American commercial attaché, Julian H. Arnold, not only to assemble but systematically to file and index all catalogues, etc., that either are sent direct to this office or may be transmitted by American concerns here in order to insure their safekeeping and ready availability for the securing of information.

SEAMEN'S LAW REQUIREMENTS ON THE GREAT LAKES.

In a communication to the head of the Steamboat Inspection Service Secretary of Commerce William C. Redfield points to the special problem faced by the inspectors in enforcing the seamen's law on the Great Lakes. The question of good faith is to be borne in mind in dealing with the vessel owners, and the Supervising Inspector General is instructed that because of the limited time before the close of navigation on those waters and the necessity for promptly transporting the enormous crops of the Northwest the law should be enforced without suspending the traffic. Proper consideration, it is promised, will be accorded those who in good faith do the utmost practicable to be ready and are striving to comply when the law takes effect. The communication in full is:

My attention is called to the fact that the requirements of the seamen's law upon the Great Lakes take effect but 23 days before the closing of navigation upon those waters, and that upon the one hand there may be cases in which it will be impracticable to make the necessary changes upon the vessels to provide the accommodations which will be necessary under the new law while they are continuously in active service during the present fall, and, upon the other hand, that the continued and incessant use of all available vessels will be necessary as late in the season as possible in order to transport the enormous crops of the Northwest for the prompt movement of which the rail facilities of the country may for a time be insufficient.

The problem which your force of inspectors must face during November will be that of enforcing the law without, upon the one hand, suspending the traffic or, upon the other, permitting themselves to be blinded by the temporizing methods of any who may wish to save present expense in the possible thought that changes in the law may be secured during the coming winter. Both of these extremes are to be carefully avoided.

The question may in part resolve itself into one of good faith. The vessel owners have had ample notice and are obligated to do all possible to be ready to meet the law fully when it takes effect. Your inspectors should therefore look to all to obey the law and, in cases where that obedience may not be complete, will report the facts which will be considered by the department on the particular merits of each case. The failure on the part of a vessel owner to take every practicable step toward preparedness for complying with the law will not be considered an excuse for the lack of such compliance. Those, however, who in good faith do the utmost practicable to be ready and who, when the law takes effect, are striving to comply with it will be given the consideration that the facts may warrant when considering penalties for noncompliance.

CABLEGRAM REGULATIONS IN PORTUGAL.

[Consul General W. L. Lowrie, Lisbon, Aug. 24.]

Cablegrams in code are now accepted by the Portuguese Post and Telegraph Service for the French colonies and Brazil, the use of the following codes being permitted:

For the French colonies—Az; A B C, fifth edition; Scotts, tenth edition; Western Union Code, including the Universal edition; Lieber's Code; Bentley's Complete Phrase Code, excepting the separate supplements relative to mines and oils; Myer's Atlantic Cotton Code, thirty-ninth edition; Broomshall's Imperial Code, excepting the special edition relative to rubber.

For Brazil—all of the above and the Ribeiro Code, by way of St. Vincent, Cape Verde, only.

Otherwise no cablegrams are accepted unless written in French or English in clear language with complete address and signature. All cables must bear the indorsement "A risco da guerra," and are accepted only at the risk of the sender.

FOREIGN TRADE IN COPPER.

American imports of copper at the customs districts of New York, Massachusetts, Philadelphia, Maryland, Virginia, Galveston, New Orleans, San Francisco, Washington, and Michigan during the week ended September 18 were:

Countries.	Ore, matte, and regulus (copper contents).		Pigs, ingots, bars, plates, and old, etc.	
	Pounds.	Value.	Pounds.	Value.
Canada.....	560,603	\$47,832	1,360,196	\$241,246
Panama.....	66,505	10,641		
Chile.....			521,800	83,488
Peru.....	29,079	1,282	386,396	41,289
Japan.....			234,717	42,468
Total.....	656,187	59,805	2,463,079	408,488

The exports were:

Countries.		Pigs, ingots, bars, plates, and old, etc.	Countries.		Pigs, ingots, bars, plates, and old, etc.
	Pounds.	Value.		Pounds.	Value.
France.....	4,158,697	\$769,250	Argentina.....	5,781	\$900
Italy.....	4,092,010	785,407	Brazil.....	48,743	10,875
Netherlands.....	257,286	56,840	Colombia.....	781	147
Russia in Europe.....	1,166,080	241,941	Venezuela.....	5,821	1,220
Spain.....	176,157	33,126	Hongkong.....	5,269	453
Sweden.....	1,120,318	224,064	China.....	4,245	967
England.....	2,295,029	420,096	Japan.....	19,238	3,666
Scotland.....	112,017	23,574	Russia in Asia.....	1,325	280
Cuba.....	8,892	1,638	British Africa.....	5,230	1,158
Canada.....	11,187	2,272			
Panama.....	3,858	770	Total.....	13,496,959	2,578,709

STATISTICS OF AMERICAN FOREIGN TRADE.

Imports, duties collected, and exports for the week ended September 25, 1915, at the 13 principal customs districts of the United States were:

Districts.	Imports.	Duties collected	Exports.
Georgia (Savannah).....	\$187,956	\$277	\$417,704
Massachusetts (Boston).....	3,069,522	123,257	1,458,151
New York.....	20,040,232	2,733,115	37,863,893
Philadelphia.....	1,082,219	245,895	2,287,572
Maryland (Baltimore).....	278,191	24,034	1,779,098
Virginia (Norfolk).....	632,189	333,202	1,232,849
New Orleans.....	2,316,770	9,363	2,928,422
Galveston.....	137,355	504	6,109,423
San Francisco.....	1,206,405	45,152	136,954
Washington (Seattle).....	1,660,563	20,593	835,713
Buffalo.....	709,114	24,533	1,251,583
Chicago.....	476,846	119,671	115,397
Michigan (Detroit).....	440,765	23,960	3,406,668
Total.....	32,238,127	3,723,346	59,766,830

The figures show a favorable balance of \$27,528,703 on merchandise transactions for the week ended September 25 in the 13 customs districts. The districts cited handled about 91 per cent of the import and export business of the country, based on the transactions in July, 1915.

Cotton exported during the week ended September 25 amounted to 129,707 bales, making the total since August 1, 1915, approximately, 437,205 bales.

BUSINESS MEN'S LEAGUE STARTS SPANISH CLASS.

[Commercial Agent George W. Doonan, St. Louis, Sept. 21.]

The Foreign Trade Bureau of the Business Men's League of St. Louis inaugurated to-day a noon-day Spanish class. Interest in foreign trade in the Mississippi Valley, especially with the Latin-American countries, is increasing daily. In normal times in Mexico the manufacturers and merchants of St. Louis do a thriving export business with that country, and of late years they are taking an active interest in Central and South American fields. About a year ago the Business Men's League sent a delegation of business men to the east and west coasts of South America to study conditions and report upon the possibilities of introducing the manufactured products of St. Louis in those markets.

It is realized that one of the essential factors in building up trade relations with the Latin-American Republics is a knowledge of the Spanish language, and with a view to filling a real need the Foreign Bureau of the Business Men's League decided to inaugurate a Spanish class. The class will meet on Tuesdays and Thursdays of each week at 12.30 p. m. in the office of the league and receive instruction for 30 minutes from a competent teacher. The first meeting was attended by 60 people, who are either members of the league or in the employ of league members, representing the leading industries of the city, including shoes, dry goods, hats, drugs and chemicals, flour, electrical supplies, photographic supplies, paint, lumber, steel, wire rope, woodenware, glass, canned fruit, and banks. Mr. Allen W. Clark, vice chairman of the Foreign Trade Bureau, in opening the class stated that there has been an increase of 300 per cent in the attendance at the day and night Spanish classes of the public schools during the past year, and that now about 2,500 students are studying Spanish.

NEW YORK EXCHANGE GAINS GROUND IN CHILE.

[Chargé d'Affaires George T. Summerlin, American Embassy, Santiago, Chile, Aug. 10.]

Several bills drawn on New York have appeared in the market lately, and it is apparent that the demand for them is growing. This is due partly to an increased demand for New York exchange to cover importations, and also to the fact that some sellers of nitrate are now willing to take New York drafts in payment of their product.

A decree recently issued by the Minister of the Interior permitted the waterworks of Valparaíso to contract a loan in terms of American dollars. This decree states the equivalent of the pound sterling to be \$4.80 United States currency, and it is feared by Americans here that this may be considered by some as the estimate of the present value of the dollar. However, this question is to be taken up shortly with the Minister of Hacienda, in connection with a proposed decree to authorize exporters of nitrate to pay a certain percentage of the export duty by drafts on New York.

Many large companies are insisting upon being paid in American money. In this way the demand for our bills will continue to increase.

[An article on dollar exchange in Chile was published in **COMMERCE REPORTS** for Sept. 20, 1915.]

SAWMILL DIRECTORY OF UNITED STATES.

For the benefit of all who would know where the hardwoods and the softwoods in their numerous varieties are to be found, the Bureau of Foreign and Domestic Commerce, and the Forest Service have cooperated in publishing a directory of American sawmills, which might also be described, because of the detailed information regarding timber, as a complete guide to the forest resources of the United States.

This accurate knowledge of the places from which lumber may be obtained is one result of the closer Government supervision of forests, as the same service that protects the trees gathers the facts that will aid factories and dealers.

The history of this branch of American industry is a record of shifting production from extreme Northeast to the northern part of the central section of the country, to the South and West, and the directory of sawmills shows the proportions of the total output now derived from each of these sections.

This publication, with its detailed information, offers almost a glimpse of the mills in operation, for the returns compiled tell of the kinds of wood each produces, the capacity of the plant in board feet per day, and per cent of output in boards, timbers, or framing. They indicate mills producing laths, shooks, ties, or shingles, and record the largest size a mill can furnish, largest size it can dress, largest it can kiln-dry, the least thickness it can resaw, and its specialties.

A rapid survey of the field of production is afforded by a map of the United States presenting in graphic form the yield of lumber in 1912 by States and kinds of wood. It shows large amounts from such States as Louisiana, Washington, Oregon, Michigan, North Carolina, Wisconsin, Virginia, West Virginia, Mississippi, Arkansas, Pennsylvania, Minnesota, and others, with smaller amounts down to the less productive States. There are also tables giving similar data for the various species, and a list of associations with the addresses of their officers and the kinds of wood the members produce. Rail and water routes to the individual mills are indicated in the returns from their owners that are published.

The book, which is Miscellaneous Series No. 27 of the publications of the Bureau of Foreign and Domestic Commerce, may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from the branch offices of the Bureau, at 25 cents per copy.

TRADE LETTER FILE AT CONSULATE.

[Consul Robertson Honey, Madrid, Sept. 1.]

The American consulate at Madrid, in order to keep its records in such form that accurate data may be at hand forthwith, has adopted the custom of making an extra copy of lists of possible agents for American exporters who ask to be supplied with such lists. This is placed in a special file. American exporters are now being requested to notify the consulate as to their selection of their representative from the list furnished. A similar practice has been inaugurated with reference to "Foreign Trade Opportunities."

PROPOSALS FOR GOVERNMENT SUPPLIES AND CONSTRUCTION.

[Correspondence should be direct with the offices named, and specifications can usually be obtained at the points where the goods are to be delivered or the work is to be performed. In cases where the time limit is too short to permit firms to submit tenders, they should ask to be placed on the mailing lists of such offices to receive notices calling for future supplies or work of a similar nature.]

Dental supplies, No. 2465.—Sealed proposals will be received at the Medical Supply Depot, United States Army, Fort Mason, San Francisco, Cal., until October 4, 1915, for furnishing and delivering at Warehouse D. foot of Laguna Street, Fort Mason, San Francisco, Cal., dental supplies of all kinds.

Food products, No. 2466.—Sealed proposals will be received at the office of quartermaster, United States Army, 308 Gumbel Building, Kansas City, Mo., until October 5, 1915, for supplying white and yellow corn meal, hominy, prunes, peaches, coffee, pickles, lard, lard substitutes, butter, oleomargarine, sirup, baking powder, cream cheese, graham crackers, sugar-cured hams, oysters, etc.

Panama Canal supplies, No. 2467.—Sealed proposals will be received at the office of the General Purchasing Officer of the Panama Canal, Washington, D. C., until October 6, 1915, for furnishing by steamship, free of all charges, on dock at either Colon (Atlantic port), or Port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama: Engine lathe, forcing press, bench filing machines, valve-reseating outfits, bolt heading and forging machines, plate bending and straightening tools, double-angle shear, plate planer, flanging clamp, pipe machine, hand lever punch, metal-cutting saw, drill press, journal bearings, machine bolts, grip nuts, wagon wheels, copper wire, copper, steel, and brass tubing, globe valves, brass cocks, horse-shoe nails, cant hooks, night latches, soap polish, manila tags, memorandum and record books, paper, and creosoted lumber and piles. Circular No. 970.

Buoy bodies, No. 2468.—Sealed proposals will be received at the office of the lighthouse inspector, Tompkinsville, N. Y., until October 11, 1915, for furnishing and delivering to the lighthouse depot, Tompkinsville, N. Y., 10 acetylene buoy bodies, type S. Blank proposals and particulars may be had on application to the above office.

Lard and bacon, No. 2469.—Sealed proposals will be received at the General Depot of the Quartermaster Corps, United States Army, 115 East Ontario Street, Chicago, Ill., until October 6, 1915, for furnishing and delivering, on or before November 5, 1915, about 43,000 pounds of lard and about 2,000 cans of breakfast bacon and 720 pounds of breakfast bacon.

Panama Canal supplies, No. 2470.—Sealed proposals will be received at the office of the General Purchasing Officer of the Panama Canal, Washington, D. C., until October 8, 1915, for furnishing, by steamship, free of all charges, on dock at either Colon (Atlantic port) or Port of Ancon (Balboa, Canal Zone) (Pacific port), Isthmus of Panama: Transformers, electric motor, electric cable and wire, fuses, outlet boxes, condulets and covers, conduit, cable taps, clusters, copper connectors, cut-outs, push buttons, sockets, reflectors, shades, lamps, switches and attachments, thermometers, cable end bells, brass screws, lacquer and varnish, vulcanized fiber, and cement paper or fuller board. Circular No. 971.

Red lead, No. 2471.—Sealed proposals will be received at the office of the Light-house Inspector, Tompkinsville, N. Y., until October 12, 1915, for furnishing and delivering at the General Lighthouse Depot, Tompkinsville, N. Y., 20,000 pounds of red lead. Further information may be had on application to the above office.

Painting, No. 2472.—Sealed proposals will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until October 23, 1915, for painting the plastered walls and ceilings of the United States post office at Denver, Colo. Copies of specifications may be obtained at the Washington office and drawings of the building may be seen at the office of the architects, Messrs. Tracy, Swartout & Litchfield, No. 244 Fifth Avenue, New York, N. Y.; the Builders' Exchange, Chicago, Ill.; superintendent's office, Denver, Colo.; the office of the supervising superintendent, 403 Post Office and Courthouse, San Francisco, Cal.; and at the Washington office.

White zinc, No. 2473.—Sealed proposals will be received at the office of the lighthouse inspector, Tompkinsville, N. Y., until October 14, 1915, for furnishing 20,000 pounds of white zinc, in 12½-pound cans, boxed 100 pounds to the box. Further information may be had on application to the lighthouse inspector.

Gun carriages, No. 2474.—Sealed proposals will be received at the office of the Chief of Ordnance, United States Army, Washington, D. C., until October 23, 1915, for furnishing and delivering, f. o. b. cars contractor's works, 56 3-inch gun carriages, model of 1902. Prospective buyers will be allowed the use of brown prints of all the drawings of the necessary material, from which prints may be made at their expense, providing the department's drawings are not taken from the city of Washington and are returned within 24 hours. Further information may be had on application to the Chief of Ordnance, Washington, D. C.

GERMANY'S WINE PRODUCTION.

[Vice Consul Ernest L. Ives, Cologne, Aug. 25.]

Official statistics show that the wine crop of 1914 amounted to 24,335,327 gallons, as against 26,547,735 gallons in 1913. The former is the second smallest vintage since 1893, the smallest being in 1910, with 22,352,494 gallons. The following table shows the number of acres under cultivation, the amount produced, the value, and the average value per gallon for the years 1893 to 1914, with the exception of the years 1899, 1900, and 1901:

Years.	Number of acres under cultivation.	Amount produced.	Value.	Average value per gallon.
		<i>Gallons.</i>		
1893.....	226,063	100,922,418	\$31,439,800	\$0.32
1894.....	287,095	74,612,896	15,969,800	.21
1895.....	286,980	53,141,504	21,777,000	.41
1896.....	287,639	133,420,178	26,084,800	.20
1897.....	289,216	73,324,291	20,111,000	.27
1898.....	289,779	37,163,981	12,209,400	.33
1899.....	289,814			..
1900.....	294,609			..
1901.....	295,438			..
1902.....	296,332	67,400,661	19,087,000	.29
1903.....	295,658	98,686,077	24,847,200	.25
1904.....	296,211	112,124,726	34,010,200	.30
1905.....	296,762	101,863,561	25,989,000	.26
1906.....	297,037	43,211,070	16,707,000	.39
1907.....	293,019	65,828,484	27,274,800	.41
1908.....	218,539	82,842,621	36,178,400	.36
1909.....	283,520	53,378,808	17,421,000	.33
1910.....	278,007	22,352,494	13,875,400	.62
1911.....	271,945	77,214,019	42,435,400	.55
1912.....	268,948	53,346,369	22,467,200	.42
1913.....	261,624	26,547,735	11,519,200	.43
1914.....	251,928	24,335,327	9,924,000	.41

Brief Facts About New Zealand.

Consul General Alfred A. Winslow, of Auckland, has prepared a circular letter which covers some of the "pertinent facts American exporters should know about New Zealand trade." This may be had from him on application. Mr. Winslow comments: "If American interests will come after this business in earnest, they can have 25 or 30 per cent. of it instead of 9 per cent. The tide has turned, but it needs pushing along."

FOREIGN TRADE OPPORTUNITIES.

[Where addresses are omitted they may be obtained from the Bureau or its branch offices.]

Underwear and hosiery, No. 18487.—A business man in India writes an American consular officer that he desires to be put in touch with American manufacturers and exporters of underwear and hosiery for women. Correspondence may be in English.

Chinaware, cutlery, glassware, etc., No. 18488.—A wholesale and retail merchant in Africa informs an American consular officer that he desires to receive catalogues and full information relative to cash boxes, chinaware, cutlery, enamel ware, glassware, cheap lamps, hosiery, small oil stoves, stationery, toys, underwear, and cheap watches and clocks. Correspondence may be in English.

Tourist agencies, No. 18489.—An American consular officer in Brazil has been advised that a firm in his district proposes to arrange various tours for Brazilians in the United States for 1916, and it is desirous of receiving information from American tourist agencies concerning routes, facilities of travel, etc.

Copying presses, fezzes, jewelry, etc., No. 18490.—A wholesale and retail firm in Africa has requested an American consular officer to supply catalogues and full information relative to copying presses, fezzes, imitation jewelry, metal beds, metal polish, patent medicines, shears and scissors, toys, and tricycles. Correspondence may be in English.

Iron kettles, No. 18491.—An American consular officer in Honduras writes that an importer and merchant in his district wishes to receive prices, shipping weights, etc., of cast-iron kettles, ranging in sizes from one-half gallon up. Quotations should be f. o. b. New Orleans or New York. Prices and full information should also be supplied to the consular officer. It is stated that the import duty is levied against the gross weight of the shipments, and the merchant desires to keep the weight as low as possible. Correspondence may be in English.

Chemicals and patent medicines, No. 18492.—A business man in India informs an American consular officer that he desires to be put in touch with American manufacturers and exporters of patent medicines and chemicals of all kinds. Correspondence may be in English.

Food products, groceries, etc., No. 18493.—A broker and manufacturers' agent in Honduras informs an American consular officer that he is seeking connections with American manufacturers and exporters of groceries and food products. Correspondence may be in English.

Boots and shoes, No. 18494.—An American consular officer in South Africa transmits the name and address of a business man in his district who desires to represent American manufacturers and exporters of boots and shoes for women. Correspondence may be in English.

Hardware, watches and clocks, etc., No. 18495.—A firm in East Africa writes an American consular officer that it desires to receive catalogues and full information relative to aluminum and enamel ware, cutlery, small hardware, and clocks and watches. Correspondence may be in English.

Chemicals, etc., No. 18496.—An American consular officer in Siberia writes that he has been informed that preparations for use in a laboratory of organic chemistry are desired by a professor in his district.

Piece goods, No. 18497.—A firm in India informs an American consular officer that it desires to establish commercial relations with American manufacturers and exporters of piece goods of various kinds.

Haberdashery, No. 18498.—An American consular officer in Greece transmits the name and address of a firm in his district which desires to be placed in communication with American exporters of a general line of haberdashery. Quotations are desired f. o. b. New York. Payment is to be made for the first orders cash against documents; later the firm will ask for usual credit terms. The firm wishes to act on a commission basis. Correspondence is preferred in French, but may be in English.

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TO

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FOR

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